

Essex Historical Society



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Essex Historical Society.

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HISTORY OF THE WINDSOR AND DETROIT FERRIES

(Read at a meeting of the Essex Historical Society
December 14th, 1916.)

By F. J. Holton, D. H. Bedford and Francis Cleary.

In the early days of the eighteenth century in the Great Lakes region, transportation was to a great extent carried on by means of birch bark canoes and bateaux. A bateau was a particular kind of boat very generally used upon the large rivers and lakes in Canada. The bottom of it was perfectly flat and each end of it was built very sharp and exactly alike. The sides were about four feet high, and, for the convenience of the rowers, four or five benches were laid across, according to the length of the bateau. It was a heavy sort of vessel for either rowing or sailing, but preferred for the reason that it drew little water and carried large loads, and was safer on lakes or wide rivers where storms were frequent. The bateau was at times propelled by means of sails, oars and poles. The early inhabitants brought their furs to market either in canoes or bateaux. The furs were exchanged with the traders in return for supplies, ammunition, trinkets, etc.

In this region, nearly surrounded by water, the question of transportation was a most important one, and in the early days of the nineteenth century one among the modes in vogue between Detroit and the Canadian shore, of which we have definite knowledge, was that of a log canoe owned by a man named Pierre St. Amour, who, during the period of 1820-1830 kept a small tavern about

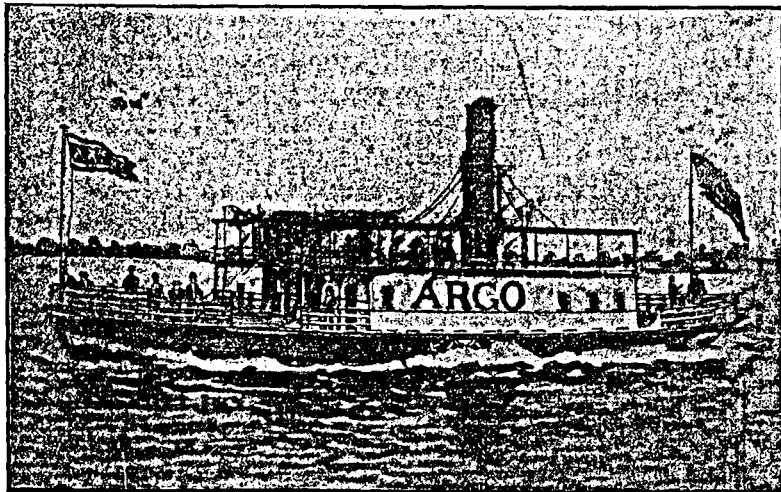
where the northeast corner of Sandwich street and Ouellette avenue now is, and ran his ferry from the shore there across to Detroit, and landed his passengers as might best suit them, either at Griswold Street or Woodward Avenue.

The other ferry was log canoe (No. 2), owned by a man named Francois Labalaine, who lived on the Jeanette farm, about where the Canadian Pacific Railway station now stands. He ran his ferry from the shore at that point to the Detroit side of the river. At the door of his home was hung a tin horn, four feet long, which was used by Madame Labalaine to call him from across the river when passengers were waiting to cross over.

In the winter at that period, and for a long time previous to that time when the river was frozen over, the trip was made in sleighs crossing over on the ice. They were guided by brushwood placed at intervals on each side of the course to be followed. Crossing in this way was attended by great risk of danger and even by loss of life at times. As a proof of this the following is taken from the parish records of the church of the Assumption, Sandwich, under date of January 1st, 1785: "Time, 8 a.m., Menard, wife of Belair, was drowned with Demer's little girl while crossing the ice on a cutter. Demer's wife, who held her one-year-old child in her arms, was rescued by her husband. Were rescued also Belair and Duroseau, who hung on to Demer's cape."

Friend Palmer, in his book, "Early Days in Detroit," published in 1906, gives the following account of a trip he made from Buffalo, N.Y., to Detroit Mich., in May, 1827: "We came from Buffalo on the steamer Henry Clay, Captain Norton. She was a luxurious boat and the captain was an aristocrat. While walking on the streets of Detroit he was the observed of all observers. The trip covered a period of two days and two nights. After passing by Sandwich, the first sight that greeted us was that

of the Windmills—three on the Canadian side and two on the American side. On nearing Detroit a more interesting sight was that of a horse-ferry boat, Captain John Burtis, running between Detroit and the Canadian side. It was propelled by a horse walking around in an enclosure which looked like a large cheese box on a raft.'



The First Ferry Steamer.

The ferry business at that time was not a very paying one, as is shown by the following statement, taken from an old record of 1828: "John Burtis filed his statement of income in 1828 of the ferry between Detroit and the Canadian side. The income was \$1,325.66 and expenses \$1,704.33, leaving a deficit of \$378.67."

It is very well known that Robert Fulton was the first one who successfully developed the idea of the steamboat. In 1807 he brought out the steamer Clermont on the Hudson River at New York City, and for some time she made regular trips between New York and the City of Albany at a speed of five miles an hour. One of the first steam-propelled ferry boat between Detroit and the Canadian side was the Argo (No. 1), built by Louis Daven-

port, of Detroit, in 1830. It was built on the catamaran plan, being composed of two dugouts decked over and propelled by steam power. In 1836 Mr. Davenport built the steamer United, and in 1837 and for a number of years after that she ran as a ferry between Detroit and the Canadian side.

Captain John D. Sullivan, at one time superintendent of the Detroit & Windsor Ferry Company, in his account of the Battle of Windsor, which took place on the 4th of December, 1838, makes reference to the steamer United, as follows: "The old officers' quarters were occupied by Robert Motherwell and family, the father and son being respectively first and second engineers on the steamer United of forty tons, a ferry between Detroit and the Canadian side. This boat was some years afterwards destroyed by an explosion of her boiler, and Engineer Motherwell killed."

The United was under command of a Captain Clinton, father of Captain W. R. Clinton, who at a later date was for many years connected with the Detroit & Windsor Ferry Company.

The ferry United ran from the lower Ferry Street dock to the Griswold Street dock in Detroit. In connection with the landing on the Canadian side, the location is set forth in the following advertisement of Provett's Hotel, which appeared in 1838: "Windsor Castle Ale and Beer House. S. T. Provett respectfully informs the inhabitants of Windsor and Sandwich that he has opened a small establishment on the old country plan, where he always keeps on hand good schnaps in the Edinboro Ale, Sandwich and Detroit Beer brewed from the London recipe. Soda Water, etc., etc. A good snack in the shape of spiced beef and tongue, boiled eggs, pickled fish and crust of bread and cheese. Tarts, crackers, etc., always on hand. Moreover, a private room where an old countryman or others who prefer it may enjoy the river breeze over a jug of the best beer this country affords and their pipe and tobacco

or first rate cigar. The Windsor Castle stands on the Ferry wharf between the two tailor shops."

The small, square, two-storey brick building at present standing on the wharf on the west side of Ferry Street was occupied as a customs house in the days when the first steam ferries ran from that dock to Detroit. Between the years 1845 and 1858 the ferries brought out were the Alliance, afterwards called the Undine; the Mohawk, Captain Thomas Chilver; the Argo (No. 2), built by Louis Davenport, of Detroit; and the two steamers Ottawa and Windsor, built by Dr. George B. Russell, of Detroit, who was a son-in-law of Mr. Davenport.

The Ottawa and Windsor were used as ferries by the Great Western Railway between Windsor and Detroit. The Ottawa carried freight, and the Windsor carried both passengers and freight. When the late King Edward VII, as Prince of Wales, visited Canada, he arrived in Windsor at the Great Western Railway station in September, 1860, and crossed over on the ferry Windsor to the Woodward Avenue dock in Detroit.

The Argo (No. 2), Captain James Forbes, ran on the regular ferry route until 1872. The steam ferries previous to 1858 ran from the lower Ferry Street dock in Windsor, but after 1858, in which year the town dock was built at Upper Ferry Street (Brock Street), the dock at the Lower Ferry Street was then abandoned, and the boats afterwards ran from the Brock Street dock in Windsor to the Woodward Avenue dock in Detroit. This change was made on account of the building of the old Great Western Railway into Windsor and the locating of the passenger station at the foot of Brock Street.

The town dock at Brock Street had the distinction of being the site of the original Windsor waterworks, viz., the town pump, from which anyone with a horse and wagon and a barrel could fill the barrel with water and sell to anyone desiring to buy the same for the sum of

fifteen cents a barrel, a common practice before the establishment of the present fine waterworks system in 1872.

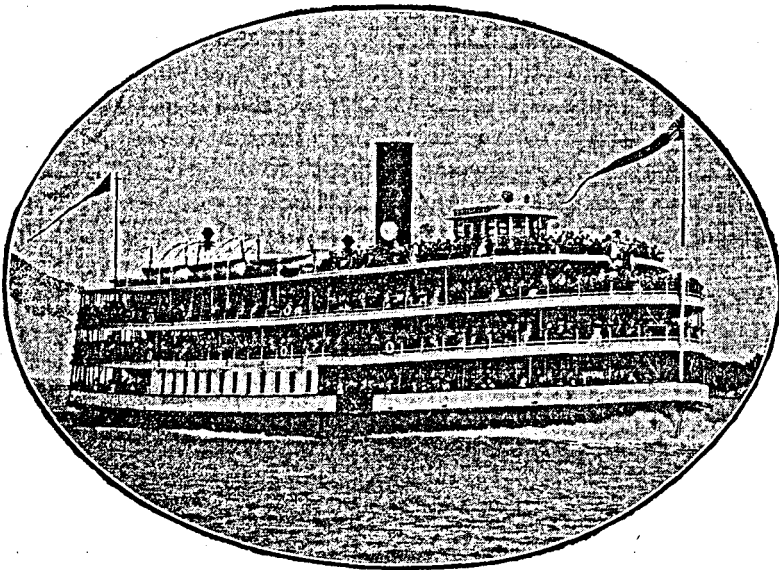
The old Great Western Railway (now a part of the Grand Trunk system since 1882) was built into Windsor in 1853, and the passenger station built at the foot of Upper Ferry Street (Brock Street). The road was opened for traffic on the 31st of January, 1854. To connect with the railways in Detroit the company operated ferries for passengers and freight. The steamer Transit (No. 1) was put on the ferry between Windsor and the Third Street dock of the Michigan Central Railway of Detroit, and the steamer Windsor, built by Dr. George B. Russell, of Detroit, was run as a ferry between Windsor and the Brush Street dock of the old Detroit and Milwaukee Railway Company.

In 1856 the Great Western Railway Company had under construction the steamer Union, which was built by Henry Jenking at his shipyard, which was then located at Walkerville, on the Canadian side just above Windsor, and the Union made her first trip in June, 1857. She was a large side-wheel steamer, with a large cabin and dining room on the upper deck, and had two smoke stacks standing side by side. She was equipped with powerful condensing engines, consisting of two cylinders placed in the hold at an angle inclined upwards to connect direct with the wheel shaft. She was put on the run between Windsor and the Michigan Central Third Street dock, Detroit.

The smaller ferries at that time burned wood for fuel, but the Union was one of the few coal-burning boats and had a coaling dock enclosed at the sides and located at the foot of Church Street, where the Cadwell Sand & Gravel Company now is. She was the ice-crusher of that period, and, besides helping to keep the river clear of ice in winter, often went to the assistance of the smaller boats. During the years 1857 to 1870 the Union was often re-

sorted to by the residents of Windsor in crossing the river in winter when the smaller ferries were laid up on account of the ice.

After the Union was brought out, the Transit (No. 1) was used for ferrying cattle across the river until 1867. Captain Charles W. Stone was her captain for a number of years previous to that time. The propellor Globe was also used by the Great Western Railway for ferrying cattle across the river until March, 1866, when, at the Michigan Central Third Street dock in Detroit, owing to a rush of cattle on board, she capsized and sank. Of the eighty head on board, a number swam across the river and landed on the Canadian shore.



One of the Modern Ferry Steamers.

The steamer Windsor, Captain W. R. Clinton, ran until the night of the 29th of April, 1866, when, at the Brush Street dock in Detroit, she was burned. The fire started in the warehouse, and, fed by the oil stored there, burned so rapidly that it spread to the boat, cutting off all means

of escape by way of the dock and leaving only one way to escape for those on board, and that was by jumping overboard into the river. Twenty-eight lives were lost by drowning. Others were rescued, a number being saved by the efforts of two sons of John Horn, of Detroit. The son, John Horn, Jr., was for years afterward the champion life-saver of the river front.

From 1854 to 1867 no cars were taken across the river on car ferries, but in 1866 the Great Western Railway Company had under construction the steamer Great Western, the first car ferry which was to take cars over the river in train-loads. She was built of iron, on the Clyde, in Scotland, brought over in sections, and put together in Henry Jenking's shipyard at Walkerville, and made her first trip on the first of January, 1867, from the slip dock at the foot of Glengarry Avenue, in Windsor, under command of Captain John D. Sullivan, who had been transferred to her from the steamer Union. The steamer Great Western was at the time of building generally spoken of as "the iron boat," being one of the first boats to be built of iron in this locality. When first built she was enclosed the entire length over the tracks, giving her much the appearance of a floating tube. This was later removed on account of the weight, leaving her deck clear. At the time she was launched many in the crowds who witnessed the launching expected to see her sink when she took to the water, but in this they were, of course, disappointed.

The steamer Union was continued in service until 1874, when all the trains, both passenger and freight, were taken across the river on car ferries. At that time she was under command of Captain D. Nicholson, who afterwards became superintendent of the Detroit & Windsor Ferry Company.

It was in the latter part of 1874 that Lord Dufferin, then Governor-General of Canada, in making a tour of

the West, landed at the Great Western Railway station in Windsor and crossed the river on the Union to the Woodward Avenue dock, where he was given a great reception by the citizens of Detroit after he had landed. After being taken off the ferry run the Union was laid up at Sarnia, on the St. Clair River, and shortly afterwards burned to the water's edge.

In 1872 the *Transit* (No. 2), a twin-screw wheel steamer, was built at Jenking's shipyard, and in 1873 the large side-wheel steamer *Michigan* was built at the same shipyard, and both vessels added to the fleet of the Great Western Railway car ferries.

In 1858 the small side-wheel steamer *Gem* was brought out by Captain W. P. Campbell, of Detroit, owner, and Thomas Chilver, captain; and about 1863 the side-wheel steamer *Essex*, built by Henry and Shadrack Jenking, of Walkerville. Captain George Jenking was her captain. He was noted for the care and attention he gave to the matter of dress and to his personal appearance. About 1865 the side-wheel steamer *Detroit*, W. P. Campbell, owner, and Thomas Chilver, captain, was put on the ferry between Windsor and Detroit, and ran until 1875. After the death of Captain Thomas Chilver, his son, Captain William Chilver, for a time sailed the *Detroit*.

The years from 1858 to 1870 marked the first period of the ferry development proper, and that during the time of the American Civil War period—1861-1865. After the steamer *Detroit* came on the ferry run, the steamer *Gem* was run as a ferry at Sandwich for one season during the year 1865, and ran from the town dock in Sandwich across to Clark's dry dock opposite on the Detroit side. On the dock at Sandwich at one side of the landing, and opposite the Custom House, there was a saloon kept for the accommodation of the patrons of the ferry. It was owned by a man known only by the name of "The Indiana Banker." He was one among the large colony of both North-

erners and Southerners who sought a temporary refuge in Canada during the trying times of the American Civil War. From 1865 to 1870 the three regular ferries running between Detroit and Windsor were the steamers Argo (No. 2), Captain James Forbes; Essex, Captain George Jenking; and Detroit, Captain Thomas Chilver, and they ran from 6 in the morning until 6 at night. The steamer Gem then took the night run from 6 o'clock until 11 o'clock at night.

The night ferry at that time was not a particularly good paying business, for Captain J. R. Innes, in his application to the Windsor town council for a license for a night ferry, dated 29th June, 1866, asked the council to be as moderate as possible in the fee charged, as the night ferry business was not a very profitable one. Of this period, among the very few remaining veterans of the ferry service is Captain James Carney, retired, of Windsor, who was mate on the steamer Essex from 1867 to 1870. During those years the not very powerful regular ferry boats experienced considerable trouble at times in crossing in winter when the ice was heavy.

Owing to a peculiar action of the current in the river at about the foot of Glengarry Avenue, Windsor and extending across to the elevator on the Detroit side, there is many times an open space there when the lower river is blocked with ice, so that, in order to keep navigation open as much as possible, the open space above was taken advantage of, and the boats crossed there when possible until the regular crossing was again opened. To reach this landing it was necessary to walk along the Great Western Company's dock as far as Glengarry Avenue, and after landing at the elevator in Detroit, to cross over the tracks of the Detroit and Milwaukee Railway to get to the city proper.

In 1869 the screw-wheel steamer Favorite was built by John Horn, of Detroit, and in 1870 put on the ferry run,

with W. L. ("Lew") Horn as captain. She was the first regular screw-wheel ferry, and was a greater success as an ice boat than any one of the side-wheel ferries had been up to that time. In 1873 John Horn bought the side-wheel steamer General Grant, in Sandusky, Ohio, and, with Capt. Lew Horn, she ran as a ferry in the years 1873-4-5. A screw-wheel steamer, the Clara, Captain J. R. Innes, and owned by W. P. Campbell, ran as a ferry during the period 1870-1871.

In the spring of 1870 a new and larger side-wheel steamer was brought out by George N. Brady, of Detroit, and Captain W. R. Clinton, of Windsor. She was named the Hope. In their application to the Windsor town council for a license, her dimensions were given as: Length, over all, 104 feet; breadth, 25 feet; and depth of hold, 8 feet 2 inches. The Hope had a one-cylinder, high-pressure engine, placed in the hold just back of the middle part and inclined at an angle upwards to connect direct with the wheel shaft. Captain W. R. Clinton had always considered a side-wheel boat as the only effective ice-cutting boat, but a later experience with the Hope converted him over to the screw-wheel type.

It was in the heavy ice in the following winter that the Hope became fast in the ice and was held so for hours. At that time the screw-wheel steamer Favorite was making the passage across all right, and Captain Clinton at last called upon Captain Lew Horn of the Favorite to come to his assistance, which he did, and released the Hope. Captain Clinton then became convinced of the superior ice-cutting powers of the screw-wheel ferry, and in December, 1872, Messrs. Brady and Clinton brought out the screw-wheel steamer Victoria, the most successful ice-cutting boat at that time, and one whose model has never been improved upon, and in the main has been followed in the building of all the larger ferries since that time. She is still running regularly on the ferry after forty-three years of service.

The second period of the ferry business development was during the years 1871-1883. The regulation of the ferry service between Detroit and Windsor on the Canadian side had been granted to the town of Windsor for a term of twenty-five years by a lease from the Province of Canada under letters patent, dated at Quebec, the 1st of October, 1863. The lease provided for boats propelled by steam, of not less than 60-foot keel, and to have an engine power of at least 20 horse—a power just about equal to the ordinary automobile of the year 1916.

In February, 1873, Mr. Brady applied to the Windsor town council for exclusive rights to the ferry for the unexpired term of the government lease to the town of Windsor, viz., fifteen years, basing his claim on the fact that the screw-wheel steamer Victoria had during the previous severe winter kept the ferry service open between Detroit and Windsor. A special ferry committee of the council considered the request, but decided not to comply with it at that time. Competition from then on became keener between the rival ferries. In May, 1874, Messrs. Brady and Clinton again made application to the Windsor town council for exclusive rights to the Detroit & Windsor Ferry Company (with the steamers Victoria and Hope), under which name they had organized the company under American letters patent, dated October 13th, 1873. At the same time the rival association, under the name of the Windsor and Detroit International Ferry Co., also made application for exclusive rights. The association was represented by W. P. Campbell, for the steamer Detroit; W. L. Horn, for the steamer General Grant; and Henry and Shadrack Jenking, for the steamer Essex. The steamer Essex had, during the period 1872-1873, been rebuilt, and nine feet added to her length.

The ferry committee of the town council, after due consideration of the two petitions, refused both requests. All five boats were now running from the Brock Street

dock. They were the steamers Hope, Victoria, Detroit, Essex and General Grant. Competition was not then working in the best interests of the public, for the rivalry was carried so far in the early part of 1874 that the boat coming into the dock would attempt to crowd out the boat then lying at the dock, and at other times they would land alongside of each other two and three at a time, much to the inconvenience of the travelling public.

To endeavor to straighten out matters the town council appointed one John Foster, a bailiff at that time, to act as a ferry boat starter. For a while he was stationed at the dock and ordered the time of staying and leaving of each boat. A by-law was also passed by the Windsor town council on the 15th June, 1874, providing for the regulation of ferries of a length of not less than 75 feet and breadth not less than 19 feet—30 feet over all—and fixing the rate of fare for single passengers at five cents from April 1st to January 1st, and 10 cents from January 1st to April 1st in each year.

In 1875 the screw-wheel steamer Fortune was brought out by Walter E. Campbell and placed on the ferry run, and the steamer Detroit, Captain George Beane, was then taken to Sandwich and opened up a ferry route between the town dock in Sandwich and Clark's dry dock on the Detroit side. She ran only during the season of 1875, being destroyed by fire of mysterious origin while lying at the Sandwich dock in September, 1875. In 1876 the screw-wheel steamer Excelsior was brought out by John Horn, of Detroit, Lew Horn as captain, and the steamer General Grant was then taken off the ferry and laid up.

During the period 1875-1877 Messrs. Brady and Clinton, with the steamers Hope and Victoria, opened up the ferry route from the lower Ferry Street dock in Windsor and landed on the Detroit side at the west side of Woodward Avenue, thus leaving the Brock Street dock to the rival ferries, the steamers Essex, Fortune and Excelsior.

About 1877 the different interests united under the name of the Detroit and Windsor Ferry Association, and on March 28th, 1878, the Windsor town council granted to W. R. Clinton and others the right to erect a gate at the Brock Street dock for the collection of fares before going aboard the boat. The lower Ferry Street dock was then abandoned for a while and all of the boats ran from the Upper Brock Street dock.

The closing of the lower Ferry dock caused considerable dissatisfaction in the western part of the town, and as time went on this increased so that on February 14th, 1881, James Lambie, a merchant at that time, and other business men and residents of the town petitioned the town council "that boats may be caused to run to both docks." As a result of the petition, and to satisfy the public generally, the ferries were again run from the lower dock in connection with the upper dock, all the boats running alternate weeks from the upper and lower docks during the period 1881-1883. This arrangement caused a great deal of confusion and inconvenience, for many times persons would go to either one of the ferry landings only to find that the boats were running to the other landing during that week. This in time called for a remedy and that remedy was brought about chiefly through the efforts of Francis Cleary, ex-Mayor of Windsor, and Dr. John Coventry, Mayor in 1882.

At that time Mrs. Lucetta Medbury, of Detroit, was the owner of the land on the north side of Sandwich Street, extending from the corner of the Upper Ferry Street and west of the line of Ouellette Avenue. Mr. Cleary and Dr. Coventry interviewed Mrs. Medbury, and succeeded in convincing her of the gain both to herself and to the town of Windsor by opening up Ouellette Avenue through her property to the river front and there establishing a central and permanent ferry landing. Mrs. Medbury consented to give a right of way for the street

opening, and this was confirmed by a by-law—No. 393—passed by the town council of Windsor on the 20th of November, 1882.

Work on the improvement was commenced at once. A three-store, two-storey brick building and basement stood just across the proposed extension of Ouellette Avenue to the river. A Chicago firm of expert house movers was employed to move the building, which they did, taking it 150 feet west of where it stood, and without any mishap whatever, which was considered a great engineering feat at that time, the operation being watched by crowds as the work went on. The right of way being then clear, the town filled in and graded the street to the river. A dock was built and waiting rooms, customs house, etc., erected, and in the latter part of the year 1883 the ferries commenced running from that dock, then abandoning both the upper and lower docks.

All boats running from a central dock proved to be a most satisfactory arrangement, and since that time boats have been landing at the Ouellette Avenue dock in Windsor, and at the east side of Woodward Avenue in Detroit. In 1880 the screw-wheel steamer Garland was brought out by John Horn, of Detroit, and added to the ferry fleet. Soon after coming out the Garland met with an unfortunate accident while coming up the river near Wyandotte. She ran down a yacht having on board an excursion party of little children in charge of a priest. The accident resulted in the loss of a number of lives.

Shortly before the opening of the Ouellette Avenue dock the steamer Hope was the scene of a tragedy which, on account of its sensational features, was given much prominence. On Sunday night, August 19th, 1883, while on the trip to Windsor, the passengers were startled by seeing a man, with a revolver in his hand, chase a woman around and shoot and kill her. The man proved to be a citizen of Detroit, and the woman he shot was his wife. Being jealous of her, he had followed her to the boat and

taken his revenge. When the boat landed in Windsor the man was arrested. A very fine point of law was raised in the case as to whether the shooting took place in American or Canadian waters. But it was finally decided that it had taken place in Canadian waters, and he was subsequently tried and convicted and hanged in the jail yard at Sandwich.

The steamer Hope, originally a side-wheel boat, had been changed to a screw-wheel, and later on was sold and taken to Fort Erie, on the Canadian side, opposite Buffalo, N. Y., there to be used as a ferry on the Niagara River between Fort Erie and Buffalo.

The steamer Essex was taken into the Ferry Association in 1878 and withdrawn from the ferry service and laid up for a while; but later on, about 1880, was taken over by the Walkerville Ferry Company to open up the ferry service between Walkerville and the opposite Detroit shore. After a short time she was sold and taken to Sarnia to be used as a ferry on the St. Clair River between Sarnia and Port Huron, and later on was destroyed by fire. The steamers Ariel, Sappho and Essex (No. 2), all screw-wheel steamers, were added to the Walkerville Ferry Company.

The steamer Sappho was afterwards bought by the Detroit & Windsor Ferry Company, her present owners. On February 11th, 1884, the Windsor town council passed a by-law granting a lease to the Detroit, Belle Isle & Windsor Ferry Co. (the company which succeeded the Detroit & Windsor Ferry Association), the lease being for the term from April 1st, 1884, to September 29th, 1888, the latter date being the one on which would expire the lease given by the Province of Canada to the Town of Windsor in 1863 to run for a term of twenty-five years. On the 3rd of October, 1888, the ferry company was given a renewal of the lease direct from the Dominion Govern-

ment to run for a period of five years. About a year later this was extended for a further term of five years, and the lease has been further renewed in 1895 and 1905.

The ferry business had been growing steadily during the years, and other and larger boats have been built, among those being the steamer Promise, built in Detroit in 1892, and the steamer Pleasure, built in West Bay City, Michigan, in 1894. The steamer Fortune was sold and taken to Sault Ste. Marie, Michigan, to be used in the ferry business there. Since 1894 three still larger boats have been built by the company. These are the steamers Columbia, Britannia and Ste. Claire, making altogether one of the finest fleets of ferry boats to be found anywhere.

Nothing could illustrate the growth of the ferry company better than the increased size of the later built and larger boats, as shown by the number of passengers they are licensed to carry, as compared with the smaller boat, the Victoria, the Columbia being allowed to carry 3,511 passengers, and the Victoria 600 passengers.

During the past thirty-five years the company has developed a large excursion business. For a while boats ran to the Sandwich mineral springs, during the period 1876-1886. The Sandwich springs were situated on the Canadian side, about four miles below Windsor, and were noted for a flow of sulphur water which was supposed to have curative powers for certain diseases. The water was so strongly charged with sulphur that if a silver coin was dropped into it it would almost immediately turn black. Bath houses were erected, and for a number of years the springs were well patronized until finally the flow of water stopped.

In 1885 a Mr. George C. Buchanan, of Kentucky, opened an amusement park on the river front, juht below the springs, and called it Brighton Beach. This only remained open for two or three seasons, and during that

time the boats ran to both the Mineral Springs and Brighton Beach. Among the novelties of the Beach was a roller coaster, one of the first to be operated in this locality. Another feature was the staging of the then popular opera, "Pinafore," from the deck of a large sailing vessel anchored on the river front there. In the act where Dick Deadeye is thrown overboard (on the regular stage), in this case he was actually thrown overboard into the river.

In the early nineties there was open for a few seasons a summer resort on Fighting Island, a few miles further down the river, under the name of "Des-chree-shos-ka," an Indian term meaning "a place to catch good fish." A large casino was built for the summer trade and for a few seasons the resort was well patronized. The ferry company ran a line of boats to the island until the place was closed.

The last resort opened up was that of Bois Blanc Island. "Bois Blanc" is from the French, meaning "white wood." During the war of 1812-13 the celebrated Indian chief Tecumseh and his warriors encamped at Bois Blanc. It is now owned by the ferry company and was opened to the public in 1898. A large casino and dance hall were built and the grounds improved and beautified. Since then a larger stone and steel dancing pavilion, with 20,000 square feet floor space, has been built; also a bath house, a women's building for the use of women and children only, and a modern cafe. The grounds have been still further improved by the laying out of play grounds for children and athletic fields, including six baseball diamonds. The island is situated eighteen miles below Detroit, at the head of Lake Erie, and the trip down the river is a most enjoyable one.

Belle Isle Park, owned by the City of Detroit since 1879, is a wooded island, two miles long, and contains 707 acres. It is situated three miles above the Woodward

Avenue dock. In 1878 a Lieutenant George McDougall bought the island from the Ottawa and Chippewa Indian tribes for the value of about \$975, and in 1879 the City of Detroit purchased it from the Barnabas Campeau heirs for \$200,000. Belle Isle is noted throughout the country for its location and its beauty, and is always visited by a great number of tourists who come yearly to Detroit during the summer season. The City of Detroit has spent large sums of money in beautifying the grounds and building an aquarium, conservatories filled with plant life from all parts of the world, and also laying out a zoological garden, covering fifteen acres, and public play grounds, the latter being located near the centre of the island. Belle Isle has for a long time been the play ground of Detroit and Windsor as well. The ferry company has for years run a line of boats to the island, with a steadily increasing patronage, so that for some time past during the summer months boats between Detroit and Belle Isle have been run every twenty minutes during the days and evenings.

It must be said to the credit of the ferry company that during all of the years past, and with the multitude of passengers carried year after year, that its record has been singularly free from accidents.

WINDSOR ST. ANDREWS SOCIETY.

Read at the Annual Meeting of the Essex Historical Society, December 11th, 1919.

By Andrew Braid.

On the 17th day of May in the year 1881, a few of the Scots of Windsor met in the Good Templars' hall and resolved to form a St. Andrew's Society. Those present were: John Kirkland, J. W. Peddie, J. G. Reid, Thomas McGregor, George Gall, Donald Grieve, John Stuart, James Dobson, Alex. Dobson, Gideon T. Wilkie, James F. Dyer, Thomas Burnie and David Reid. Mr. David Reid is to-day the only one now alive and residing in Windsor. (At the annual meeting in 1919, the society created the office of honorary president, and complimented Mr. Reid by appointing him to the office.) Although thirteen were present, no one seems to have been superstitious, and no bad luck has befallen the society since that May meeting.

The society, however, has in its possession a copy of the Detroit Free Press of Saturday, the 1st of December, 1866, containing a lengthy report of the St. Andrew's anniversary of the Detroit St. Andrew's society, which was organized in 1849. The report states that a hearty welcome was given by President Mitchell to the deputation from the Windsor society, "principally composed of George Murray (president), James Pollock (manager of the Royal Canadian Bank), Patrick Cottar, R. Morrison, A. Nicol, John Taylor (contractor for the Detroit and Milwaukee slipdock, and late of the Great Western Railway), and last, but by no means least, James Fraser, piper, who piped the society in the good old style into dinner, and piped out his own Windsor fraternity to the ferry boat Gem, specially waiting the occasion." Mr. David Ross cannot recall a Scottish society prior to the meeting of the 17th of May,

1881, and believes previous to that gathering there was only a sort of "once in a while" meeting of the Scots without any regular society being in existence. The society, therefore, to be on absolutely sure ground, dates its birth from the 17th of May, 1881.

It may be said here that St. Andrew's societies have no general executive, or any other connection with a central body. Each local society exists on its own basis, and is a law unto itself, having no affiliation with other societies. But when the Saint's day comes round in the course of the year, then occurs that peculiarly Scottish custom of interchanging greetings, either by communications sent by mail prior to the anniversary, or by telegram on the day itself.

At this preliminary meeting, it was decided to ask Mr. Donald Cameron to become the first president of the society, and Mr. Kirkland was selected as vice-president, Mr. Peddie the treasurer, and Mr. James Dobson the secretary. The next meeting was held on the 30th of May, 1881, when Mr. Cameron took his office, and the Rev. John Gray became the chaplain, John Rattray the piper, and David Reid the standard-bearer. A "social meeting," according to the minutes, was held on the 29th of June, 1881, and the society was fairly started on its career.

St. Andrew's day (November 30th) of 1881 was celebrated by the new society having a concert and supper in the town hall, with a haggis as the chief feature. Every year since then, without a single break, "the day" has been celebrated in some manner, almost invariably by holding a concert, although sometimes a dinner or supper was substituted. When the Great War began in 1914 the society considered the question of dropping the annual entertainments while the conflict raged; but eventually decided to "carry on" with small gatherings for which no charge was made, in the Public Library auditorium or the school-room of the Presbyterian church. In November of

1918, when the Germans begged for an armistice, an entertainment of the ante-war type was held in the Collegiate Institute auditorium, when the Border Cities pipe band and returned men of the 241st Canadian Scottish Borderers' Battalion in overseas uniform, added to the enthusiasm. While the entertainments year by year were all of outstanding merit, perhaps the most memorable was the one in 1916, which was held at Camp McGregor, where the 241st Battalion was quartered. It was given in the long building known as the men's mess-room, and almost every man in the battalion was present, as there was no telling when they would be ordered overseas.

During the winter season of 1881-1882, a series of "penny readings" were held in the old town hall on Sandwich street. Apparently there was some doubt as to the security of the building, as a committee was appointed to wait on the Mayor to bring to his notice the state of the civic building; but there is no record in the minute book of the society as to the outcome of the interview. These penny readings were resumed in the winter of 1882-1883 in Victoria hall. I am told that the subjects sometimes debated at these penny readings now and again developed into rather warm affairs, and that two disputants almost came to blows over the question of the part taken by Mary Queen of Scots in the murder of her husband Darnley, and that bitter words passed on another occasion over who was responsible for the massacre of Glencoe.

A boat excursion to Leamington in August of 1882 resulted in a deficit of \$55.35, but the reception of the Windsor Scots by the good folks of Leamington drew forth a warm vote of thanks when the society held their September meeting.

Probably the high-water mark in the society's existence was reached during the winters of 1897 to 1903. A fresh spirit seemed to pervade all the members, and monthly meetings of a high order were regular features.

Each meeting was devoted to some Scottish author or other subject, and the items on the programs all had a bearing on the theme of the evening: Tannahill, Scott, Lady Nairn, Hogg, Burns, Campbell, the Jacobites, Scottish battlefields, besides mixed programs and smoking and card parties.

At many of the annual entertainments sprigs of heather were distributed, Messrs. Donald Cameron and Colin Macdonald sending supplies from different parts of the Scottish Highlands, and on one occasion Dr. William Macdonald, then overseas in France on medical-military duty, sent a boxful of heather from Normandy.

In Queen Victoria's diamond jubilee year, 1897, the society held a gathering in honor of the occasion, and also joined the local lodge of the Sons of England and other societies at a special service in All Saints' church on the afternoon of Sunday, the 20th of June. A unique feature of this service was the singing of the National Anthem at a certain hour and minute, so that the Anthem was being sung somewhere in the empire every minute of the day. For example, in Montreal the Anthem was sung at 3.54, in Toronto at 4.18, in Chatham at 4.29, in Windsor at 4.32, and so on westwards. The society also crossed to Detroit on the 21st of June and took part in the Detroit St. Andrew's society jubilee celebration.

The society attended a memorial service Saturday, February 2nd, 1901, in the Methodist church (when that building was located on Windsor Avenue), at the death of Queen Victoria, along with all the other Windsor fraternal societies. The late Rev. James Livingstone and other clergymen of the city conducted the service.

On April 14th, 1898, the society had as guests the Detroit St. Andrew's society. A smoker on May 12th, 1898, was given in honor of the late Robert Barr, of London, who was on a visit to his aged parents in Windsor.

When in our midst, Mr. Barr had been an active member of the society, and contributed on many occasions to the program. A similar mark of attention was paid to his brother, James Barr, on April 23rd, 1903, when he also came from London to his old Windsor haunts.

With the Burns anniversary in 1894, the society commenced to hold annual celebration of that event, which continued until January of 1897, when by mutual arrangement with the local camp (Borderers) of the Sons of Scotland, the honoring of the anniversary was handed over to them. The 1894 celebration was a concert, whilst those of 1895 and 1896 were suppers in the Crawford House. The attendance at these Burns suppers was not confined to Scots; other nationalities were represented, and on one occasion, when the function was held at the time of the meeting of the county council, the councillors joined the Scots, the late Napoleon Coste, of Amherstburg, giving an exceedingly racy speech. Dr. Remi Casgrain also became Scotch for the Burns night, and contributed his famous Alluette song and chorus. E. S. Wigle has also been with us at our Burns suppers, and one evening got off a good joke at our expense. With the piper marching in front, the haggis was carried into the dining room by the late Donald Grieve, who was then the society's standard-bearer. It will be remembered that Mr. Grieve was the Board of Health inspector. When Donald was about to deposit the haggis in front of the president, a voice roared out in the stentorian Wigle manner: "One minute, gentlemen; the haggis is under inspection by the Board of Health."

When A. M. Stewart was president in 1896 and I was secretary, the society had arranged to have a supper on the Burns anniversary in the Crawford House. Of course, the haggis was the main part of the bill of fare, and the late Mrs. John Stuart had promised to make one in her own good fashion. Unfortunately, however, a couple of days before the anniversary she fell and broke her arm,

thus rendering her of course utterly unable to make the promised haggis. Stewart and I were in a lamentable quandry, and we finally decided to ask the chef of the Crawford House to make an extra fine English plum pudding, which we would substitute for the Scottish haggis without making the fact known. The anniversary date came round; the supper was held; we had a fine gathering of Scots and others; the "haggis" was brought into the dining-room, borne by the standard-bearer of the society, and preceded by the piper, and given all the usual honors by the assemblage, standing until it was deposited in front of President Stewart, who proceeded to slice it up and distribute it along the tables. Some keen-scenting Scot sniffed at the dish, and remarked, "A gey (very) queer haggis, Stewart!" and others in turn tasted the stuff dubiously. At last one man openly declared he "had his doots" as to the mess and stoutly maintained that it was plain, ordinary plum pudding. He was supported in his statements by others, and at last Stewart had to admit the deception and the reason for it, his confession being received with great laughter.

The society had a smoker one evening, to which some members were wending their way, when they met a friend who had not a drop of Scottish blood in his anatomy. The friend inquired whither they were going, and, upon being informed, declared he would accompany them. He was told, however, that he was not eligible, and that to be admitted to the hall it was necessary to have something Scotch. The friend stood in thought for a moment or two, and then declared, "Well, I'm safe, because I am wearing tartan socks," and drawing up his trousers gave visible proof of his statement. With a laugh he was told to come along, and he spent a merry evening with his Scottish friends.

In 1893 was commenced the practice of exchanging St. Andrew's greetings with sister societies elsewhere,

and the composing of these greetings fell to my lot, until 1897, when the office of society's bard was created, and the late Mr. Robert Barr was elected, and held the office until his death, when the bardship was dropped, and these annual greetings again devolved upon me. I think the office of bard was due to the annual pun perpetrated by A. M. Stewart when the election of officers for each year was being dealt with. Mr. Stewart would then unburden himself by moving that the office of bard be added, and that Mr. Barr be the bard, and that Braid be debarred. Many quaint greetings have been received and despatched by the Windsor society, and sometimes we have sent off special greetings appropriate to the occasion. For example, when the Toronto St. Andrews' society in 1896 had a ball we sent them the following:

Like Tam o' Shanter, we keek in,
 To see the cause o' sic a din.
 We watch you at the Hieland fling,
 As weel as at the quadrille's ring;
 Ye've mony a sonsy-looking pair,
 There's two-three Maggie Lauders there;
 Auld Horny, though, we dinna mark,
 Nor do we see that Cutty Sark.

Perhaps the series of greetings sent during the Great War may bear quoting here. The following was for 1915:

In times like these of stress and war,
 And fearful wrenchings of the heart;
 When every Briton, near and far,
 Must play the man, and act his part.
 We will not let St. Andrew's day
 Go by without our usual cheer;
 But show our enemies that though
 Our hearts are sore, we have no fear.
 Then, cheer Britannia, three times three!
 Brave Belgium! France! and every friend!
 Are we downhearted? No! Not we!
 Our cause shall triumph in the end!

For 1916 we sent:—

Anither year o' war has passed
 Since last we sent ye greetin';
 We thocht by noo we wad be through,
 And hae the Germans beaten.
 Ne'er mind! We'll dae the job at last,
 Sae nane o' us is freetin';
 We'll bash the bubbly German's face
 And send him hamewards greetin'.

Then for 1917:—

We are fechtin' the Germans yet.
 They're a deevil o' a lot to burst,
 Wi' their subs and their zepps and gas,
 And promises nae man can trust.
 But, contented, we wait the end—
 If it's far off it is nae vague;
 For the men o' the empire are there,
 And that dour, canny Fifer, Haig.

At last in 1918, came the triumph and our note of
 exultation:—

Dae ye see oor smile? Dae ye ken what it for?
 Ye are richt the first guess—we're the conqueror!
 Efter four years o' fechtin' a devilish foe.
 WE are on tap, and the HUN is below!

And when Lord Aberdeen, during his tenure of the
 Governor-Generalship, was the guest of the Winnipeg
 St. Andrews' society, we sent him a message in our greet-
 ings inviting him to Windsor, and when he did visit our
 city he recalled this Scottish invitation whilst making
 his speech.

On February 19th, 1900, the Windsor Scots went over
 to Detroit and entertained the Detroit St. Andrew's
 society, with a fine program, and on the 30th of April, fol-
 lowing, the Detroit Scots reciprocated by coming over to
 Windsor and entertaining their Canadian neighbors.

The primary object of the society is, as its motto states, to "relieve the distressed," and every year has seen this object lived up to in the way of assisting deserving Scottish folks in need of temporary help, either of the city or those from elsewhere who have become financially stranded. The Home of the Friendless has on several occasions benefitted from the society's funds, as has also the Muskoka consumptives' hospital, while the tuberculosis hospital at Union-on-the-Lake has a room which was fitted up by the society, a brass plate on the door recording the fact.

I was secretary of the society from November, 1890, to the same month in 1906, when Mr. George E. Macdonald, the present very efficient holder of the office, succeeded me.

The president for the year 1885 was Mr. William Kingsley, then manager of the Merchants' bank. Mr. Kingsley was a native of England, but became such an enthusiastic and useful member of the Scottish society, and was secretary for two or three years, that his work was appreciated by his being given the honor of the presidency. For several years the business meetings of the society were held in his quarters in the Merchants bank.

The following is the list of the presidents since 1881: Donald Cameron, John Kirkland, Alexander Bartlet, William Kingsley, Dr. John Coventry, Colin Macdonald, John Stuart, Thomas Dow, George Williamson, James Anderson, William Riddell, James W. Peddie, Archibald McNee, A. M. Stewart, James H. Kenning, F. H. Macpherson, Dr. William McEachren, R. F. Sutherland, Robert Barr, Dr. P. A. Dewar, George Bartlet, Alexander Gow, James McSween, Andrew Braid, Dr. J. A. Smith, George H. Nairn, Dr. G. R. Cruickshank, Dr. James Samson, Dr. William A. Macdonald, Rev. J. C. Tolmie, Hugh McSween, Judge George Smith, T. D. Niven and Colonel Walter L. McGregor. George A. Urquhart is vice-president at present, and, following the usual custom, will take office when Col. McGregor retires.

HOW WINDSOR GOT ITS NAME.

By George F. Macdonald.

(Read at annual meeting of the Essex Historical Society,
January 21st, 1921.)

The subject of this paper is one, I believe, of great interest, not only to the older residents, but also to the present generation. How the city received its name is a question often asked but never satisfactorily answered.

For some time, in fact ever since I was a boy, I have been trying to get some information about the naming of the city, the old tradition, for such we must call it, was never very satisfactory. It reads something like this:

Away back in 1835 a public meeting was held at Hutton's tavern for the purpose of selecting a name for the village. Everyone present had a name to suggest but none met with favor, until Mr. James Dougall suggested Windsor. When the question was finally decided, Mr. Hutton, to show his approval, announced that in future his tavern would be known as "The Windsor Castle."

One error in the tradition is that Mr. Hutton was not in the village in 1835. Mr. Smith in his Gazetteer of 1846. gives Mr. Hutton as the proprietor of the "Windsor Castle," but in the list of licenses for 1842 his name is not mentioned, which proves that he must have come between 1842 and 1846.

With reference to "The Windsor Castle" the following appeared in the Western Herald on June 5th, 1838, five or six years before Mr. Hutton came in town:

"S. T. Probett respectfully informs the inhabitants and visitors of Windsor and Sandwich that he has opened a small establishment on the Old Country plan, where he always keeps on hand good schnaps, in the shape of Edinboro' ale, Sandwich and Detroit beer, draught and bottle cider, also ginger beer, brew from the London receipt, soda water, etc. A good snack in the shape of spiced beef and tongues, boiled eggs, pickled fish and a crust of bread and cheese, tarts, crackers, etc., etc., always on hand. Moreover, a private room where an Old Countryman or others who prefer it, may quietly enjoy the river breeze over a jug of the best the country affords, and their pipe of tobacco or a first-rate cigar.

"The Windsor Castle stands on the ferry wharf between the two tailor shops."

The first name to be found is "the South Side." This was given in 1745-1753 to describe the location of the farms granted the early French settlers. The example following is for farm No. 88, now Louis Avenue:

"Louis Antoin Deshetres came from St. Joseph with his father. In 1753 he was given land on the South Side, near the village of the Ottawas, of whom he is the interpreter." (French settlers book, Burton Coll.)

The British continued using the name as late as 1769. I have the copy of an old deed dated January 10th, 1769, in which the description is as follows: "A piece of land four arpents wide by eighty deep, situated on the south side of the river of the above name Detroit, adjoining on the east northeast the land of Mr. Antoin Langlois."

In 1767 the Jesuit mission to the Huron Indians at Point de Montreal, now Taylor's Point, was changed to L'Assumption parish and church and the farms along the river became known as L'Assumption Settlement.

The Land Book of Hesse, 1790-1793, always refers to it as the "L'Assumption Settlement."

In 1792 the township of Sandwich was established, and four years later the town of the same name was laid out. The name of both places being the same, has created considerable discussion as to which locality is meant when the name is used, and often it is only by circumstantial evidence that one can decide which place is intended.

In 1812 when General Hull invaded Canada, he encamped on the Baby farm (No. 80), and in all his correspondence he describes the locality as "Sandwich."

Michigan territory was now being advertised and opened to the settler, and as Detroit was the capitol, the people from the Eastern States and Canada came flocking to it.

For the emigrant, and also the Canadian farmer with his produce, the river had to be crossed and the only way in which this could be done was by a ferry. On the Canadian side it was established at the foot of the present Ferry street, which accounts for the street having that name. Around the ferry a few houses were built, forming a small settlement.

The next record which I have is in 1821, taken from the report of Colonel Cockburn, when in attendance on the Earl of Dalhousie, on a tour of the Western Frontier. He calls the place "The Ferry House opposite Detroit." His report is as follows:

"From Amherstburg to the church at Sandwich, 14 miles, to the Ferry House opposite Detroit, $2\frac{1}{4}$ miles, to Colonel McIntosh's, at Moy, $1\frac{1}{4}$ miles, and to Peach

Island, entrance to Lake St. Clair, six miles, Detroit River. Thickly inhabited on both sides. The road from Amherstburg to York runs on the bank of the Detroit River and thence on the bank of Lake St. Clair till it strikes the Thames, then in the direction of that river towards Ancaster, Burlington and York."

About the year 1830 Mr. John Dougall (1770-1836) came to Detroit, and, seeing great possibilities at the ferry as a place for business, re established a general store there. This was the first store between Chatham and Amherstburg. Mr. Dougall came from Paisley, Scotland, where he had spent the greater part of his life in the mercantile business. He arrived in Montreal in 1828 with his two sons, John, aged 20, and James, aged 18. After he had established the store at the ferry, he left it in charge of his son James and returned to Montreal, where with his son John, he conducted a wholesale business. Mr. John Dougall died in Montreal in 1836. (Canadian Emigrant, Sept. 20th, 1836.)

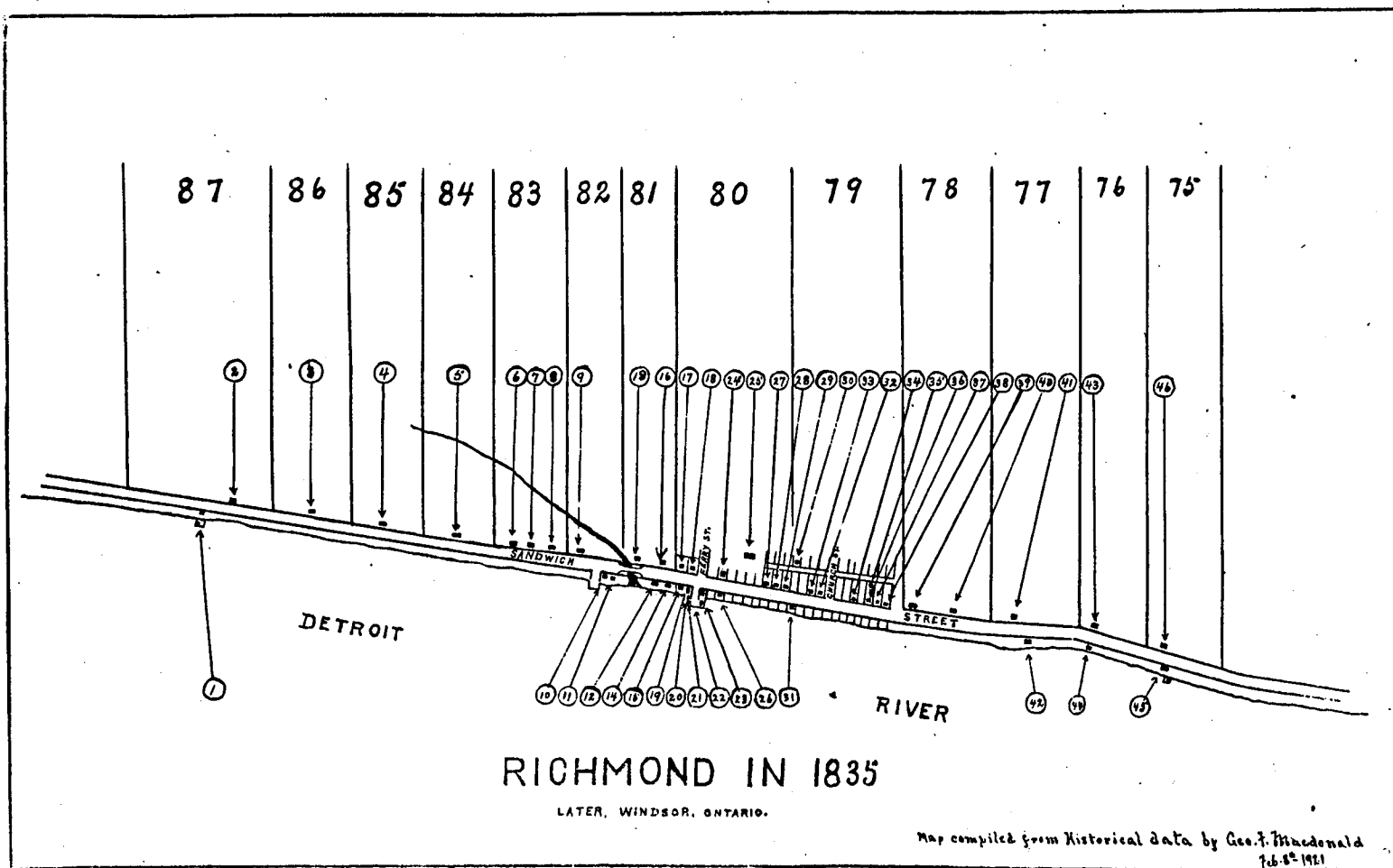
The first newspaper in Essex county was the "Canadian Emigrant," published at Sandwich in 1831. In the issue of November 16th, 1831, Mr. James Dougall has the following advertisement:

JAMES DOUGALL,

Importer of British Goods.

Respectfully informs country dealers and the public generally, that he is receiving the most extensive and splendid assortment of merchandise ever brought to this part of the country As his goods are consigned to him direct from the manufacturies of London, Manchester, Liverpool and Glasgow, he will sell wholesale or retail at prices much lower than any person can who obtains goods from Montreal or New York; and as profit is not so much

First Map of Windsor, Showing Early Places of Interest.



The above map gives an idea of the development on the Canadian side of the Detroit River. The numbers in the small circles correspond to those given in the description of Richmond and show the relative position of the places mentioned.

his object as running through a large quantity of goods for his consignees, every person will do well to call and see before making purchases elsewhere. His stock consists principally of the following articles:

DRY GOODS

200 ps. Superfine and fine Broad and Narrow Cloths, Cassimeres, Cassanets, Satinettes, and Pelisse Cloths, etc., etc., etc.

(Then follows a long list of dry goods, groceries and hardware.)

JAMES DOUGALL.

Sandwich Ferry, opposite Detroit,
November 16, 1831.

Mr. Dougall advertised not only in the local paper, but also in Detroit.

Here is one of his advertisements in the "Detroit Journal and Michigan Advertiser":

JAMES DOUGALL,

Wholesale Importer of British Goods.

Sandwich Ferry opposite to Detroit, begs leave to inform the American and Canadian merchants and the public in general, that he has received the principal part of his splendid and extensive fall and winter supply of

Dry Goods, Groceries, Hardware,
etc., etc., etc.

Forwarding and Commission.

The subscriber has also built a wharf and commodious stores at the ferry, where he will be happy to attend to any forwarding or agency business that may be entrusted to his care.

JAMES DOUGALL.

Sandwich Ferry, Dec. 14, 1833.

The farm on which the ferry was located was the farm of Mr. Francois Baby, 1768-1852. He inherited it from his mother, who was the daughter of Pierre Reaume, one of the pioneers who received their land direct from the French Crown.

About 1830 Mr. Baby had the front of his farm laid out in town lots by Mr. Thomas Smith. This was the first plan of the village, the streets being named Sandwich, L'Assumption, Church and Ferry.

The first lots sold were on the southeast corner of Sandwich and Ferry streets, to Mr. James Austin, in 1832. In 1833 Mr. James Dougall purchased six lots and erected a store on the northwest corner of Sandwich and Ferry streets. His first store was in an old log building at the corner of Church at Sandwich streets.

In the years 1834-1837, Detroit was having another "boom", and Paper Cities, as they were called, sprang up in all directions. The inhabitants of the little village at the ferry thought that they should not be behind the times, with the result that the following appeared in the "Canadian Emigrant" of Feb. 21, 1835:

"It is a pleasing duty to notice the improvements which have been made in a short time in the vicinity of the ferry. But a few months since and the traveller could only discover the place by finding himself opposite the city of Detroit, and if he happened to be an Eastern Patriarch journeying with his 'flocks and herds, wives and little ones,' from the land of steady habits to the Canaan of Michigan, it were doubtful if he could procure lodging for the night. Now his pilgrimage draws to an end in a flourishing town, and his heart is cheered with the promise of good fare by the sight of good taverns and handsome accommodations. Should he pass the old St. Amour stand he will arrive at the new and elegant Man-

sion House kept by "mine host" House, late of the Pavilion House. Next in order is the Pavilion and Stage House, by Messrs. Murray and Crawford. Still further he will reach the Crown and Anchor tavern and discover by the jolly face and portly person of the landlord that, like his countrymen, he is no foe to a 'steak and tankard.' Should he prefer retirement and proceed to the 'west end' of the town, he will light at the former hostelry of LeBelaine, now bearing the harmonious name of the 'Pig and Tinder Box,' and under the 'management of Ferry Master McLean. Or should time press, he can keep one eye on his refecton in the recess of Messrs. Davenport at the wharf, and his other upon the ferry boat.

"Nor has the place improved in houses of accommodation alone. Merchants of capital and tradesmen are daily flocking to it, and giving to it the character of a place of business. Many new buildings will go up next season, and in a very short time it would assume that rank to which it is entitled by its situation and advantages. We have no space to give a list of the different establishments and dwellings which may be said to now constitute the town, nor those which we know are to be erected. Several names have been proposed by which this place should be distinguished from the district town, among which we hear those of 'Bellevue' and 'Montpellier' mentioned. A witty firend has most irreligiously styled it 'Babylon' (Baby-lon), in honor, as he says, of the late proprietor of the soil, the first syllables corresponding with the patronymic of the family, and the last meaning in the Teutonic dialect, a town, and being more classic than 'Baby-town.' A number of inhabitants, however, seem to prefer the name of Richmond, by which name it will hereafter be known nad distinguished."

The same paper of March 7th, 1835, continues as follows:—

"In a late number we made a few hurried remarks on the increase and flourishing condition of the new town of

Richmond, lately laid out opposite the city of Detroit, at what had hitherto been denominated The Ferry. We now subjoin a list of the various establishments within what may be called the limit of Richmond, commencing with

1. Store, warehouse and forwarding establishment of Messrs. Verhoeff and Jasperson.
2. Dwelling house of Mr. Jasperson.
3. Residence of Robert Mercer, Esq.
4. Dwelling, the property of Mr. Joseph McDougall.
5. Dwelling of Mr. Pratt.
6. Dwelling of Mr. Lee.
7. Dwelling of Mr. Daniel Goyeau.
8. Store of Mr. James Charles.
9. Store of Mr. Morin & Co.
10. St. Amour's tavern and ferry.
11. Dwelling of widow St. Amour.
12. Shoe shop of Mr. Brown.
13. Dwelling of Mr. Ouellette.
14. New and splendid Mansion House, by Mr. Jos. House.
15. Pavilion House, by Messrs. Murray and Crawford.
16. Tin, Copper and Sheet Iron Factory and residence of Mr. House.
17. Wagon Shop of Mr. James Austin.
18. Wagon Shop of Mr. James Austin.
19. Grocery and provision store of Messrs. L. and H. Davenport.
20. Tailor shop of Mr. Ask.
21. Tailor shop of Mr. John Perry.
22. The Ferry.
23. Store, warehouse, wharf and forwarding establishment of Messrs. J. and J. Dougall.
24. Dwelling of Mr. James Dougall.
25. Dwelling of Francois Baby, Esq.
26. New bake house.
27. Crown and Anchor Tavern, by Mr. Mason.
28. New building of Mr. Ask.
29. New building of Mr. Wm. Moore.

30. Dwelling of Mr. Wm. Johnston.
31. Brewery and dwelling of Messrs. Kennedy.
32. Blacksmith shop of Mr. Sowden.
33. Dwelling of Mr. Sowden.
34. Dwelling of Mr. Pickhard.
35. Upholstery of Mr. Thomas Cole.
36. Dwelling of Mr. Cole.
37. Bakery of Mr. Robinson.
38. Cabinet warehouse of Mr. Mason.
39. Saddlery shop of Mr. Brown.
40. Residence of Mr. Janette, Sr.
41. Residence of Mrs. Normandie.
42. The Pig and Tinder Box Tavern and Ferry, Leblaine's old stand, now run by Ferry Master McLean.
43. Residence of Mr. N. A. Janette.
44. Store house of Mr. N. A. Janette.
45. Store, warehouse, wharf and forwarding establishment of J. G. Watson.
46. Residence of John G. Watson.

(Richmond. according to the above description, commenced at what is now Glengarry avenue on the east, and extended as far as Crawford avenue on the west. G. F. M.)

The map shows a grid of streets and lots. The streets are labeled 'Main', 'Side', 'Front', and 'Back'. The lots are numbered 1 through 30. The map is oriented with North at the top. The River of No Name is shown on the left side, flowing from the top to the bottom. The map is divided into several sections by streets. The top section is labeled 'River of No Name' and 'Lots 1-10'. The middle section is labeled 'Lots 11-20'. The bottom section is labeled 'Lots 21-30'. The map shows a grid of streets and lots, with some lots numbered. The streets are labeled 'Main', 'Side', 'Front', and 'Back'. The map is drawn in a simple, hand-drawn style with black lines on a white background.

Sketch shows the front portion of Farm Lot No. 85 as surveyed for Mr. Joseph McDougall in September, 1835.

In addition to the above, several other buildings are contracted for, and will be erected during the summer. A new and extensive mercantile concern will be established in the course of the season by a gentleman of capital and many other improvement be made, which must greatly add to the importance of the town of Richmond.

Not the least of these improvements will consist of an extensive range of wharves in water sufficiently deep for any vessel or boat navigating the lakes.

While on the agreeable subject of the enterprises which characterize this infant town, where all are more or less entitled to praise, we hope we shall not give offense by particularizing the brewery of Messrs. Kennedy. This establishment we consider especially worthy of notice, as providing a ready market for the produce of our farmers, and substituting for deleterious liquor a healthy and invigorating beverage. In these points of view the Messrs. Kennedy merit the thanks and patronage of the community. But they are still further entitled to public favor from the fact that their commodious wharf, brew house, malt kiln, brewing apparatus and all the other appendages and conveniences of the concern are the products of their own personal labor. Besides being practical brewers they are practical mechanics; and the ingenuity they have shown in the construction and arrangements of their utensils is excelled only by the industry and perseverance which they have brought their establishment into successful operation. These facts and the quality of their beer will, we feel confident ensure them an extensive custom. We understand that it is their intention to put up an addition building as a grainery, and to extend their wharf as soon as the season will permit."

We will now have the opinion of a tourist who came to Detroit in the summer of 1837 and made several visits to the Canadian shore.

Richmond in July, 1837, taken from Mrs. Jameson's book, "Winter Studies and Summer Rambles," published in 1839:

"A pretty little steamer, gaily painted, with streamers flying, and shaded by an awning, is continually passing and repassing from shore to shore. I have sometimes sat in this ferry boat for a couple of hours together, pleased to remain still and enjoy, without exertion, the cool air, the sparkling redundant waters, and green islands—amused, meantime, by the variety and conversation of the passengers. English emigrants and French Canadians; brisk Americans; dark, sad-looking Indians, folded in their blankets; farmers, storekeepers, speculators in wheat; artizans; trim girls with black eyes and short petticoats, speaking a Norman patois and bringing baskets of fruit to Detroit market, over-dressed, long-waisted damsels of the city, attended by their beaux, going to make merry on the opposite shore. The passage is not of more than ten minutes duration, yet there is a tavern bar on the lower deck, and a constant demand for cigars, liquors and mint julep—by the men only, I pray you to observe, and the Americans chiefly; I never saw the French peasants ask for drink.

Yesterday and to-day, feeling better, I have passed some hours straying or driving about on the British shore.

I hardly know how to convey to you an idea of the difference between the two shores; it will appear to you as incredible as it is to me incomprehensible. Our shore is said to be the most fertile, and has been the longest settled, but to float between them (as I did to-day in a little canoe made of a hollow tree, and paddled by a half-breed imp of a boy)—to behold on one side a city, with its towers and spires and animated population, with villas

and handsome houses stretching along the shore, and a hundred vessels or more, gigantic steamers, brigs, schooners, crowding the port, loading and unloading; all the bustle, in short, of prosperity and commerce—and on the other side, a little straggling hamlet, one little wretched steamboat, some windmills, a Catholic chapel or two, a supine ignorant peasantry, all the symptoms of apathy, indolence, mistrust, hopelessness—can I, can any one, help wondering at the difference, and asking whence it arises.

The little hamlet opposite Detroit is called Richmond. I was sitting there to-day on the grassy bank above the river, resting in the shade of a tree, and speculating in these things, when an old French-Canadian stopped near me to arrange something about his cart. We entered forthwith into conversation, and though I had some difficulty in making out his patois, he understood my French, and we got on very well. If you would see the two extremes of manner brought into near comparison, you would turn from a Yankee storekeeper to a French-Canadian. It was quite curious to find in this remote region such a perfect specimen of an old-fashioned Norman peasant—all bows, courtesy, and good-humor. He was carrying a cartload of cherries to Sandwich, and when I begged for a ride, the little old man bowed and smiled and poured forth a voluble speech, in which the words *enchante! honneur! and madame!* were all I could understand, but these were enough. I mounted the cart, seated myself in an old chair surrounded with baskets heaped with ripe cherries, lovely as those of Shenstone."

Mrs. Jameson, like many others even to-day, was misinformed about the age of the settlement on this side of the river. Detroit was a city over one hundred and thirty years old when Richmond was named. One reason for our lack of development was that we had a law which

restricted aliens in holding and transferring lands in Upper Canada. This prevented Americans from investing their money on this side of the river. In 1842, Colonel Prince, as a member of the Legislature, tried to have the law changed, but the feeling was so strong against the Americans since the trouble of 1837-38 that he could do nothing about it. In 1853 this law was finally abolished and equal rights was extended to all.

In 1833 Robert Mercer, 1784-1849, came to Canada with his family and settled on farm No. 86, now Mercer street. He was a gentleman of education and wealth, having been connected with a large mercantile business in London, England. After a short residence here he was appointed one of the magistrates. His opinions being much respected, he was always consulted on matters of public interest. He died in Windsor in 1849, and is buried in St. John's churchyard, Sandwich. (Amherstburg Courier, July 7th, 1849.)

The reason for giving this brief account of Mr. Mercer is that I believe it was he who suggested the name "Richmond," it being one of the beauty spots on the River Thames, near London, England, where, no doubt, he had spent many a pleasant afternoon.

The next item is a note in the "Canadian Emigrant" of March 1st, 1836.

"More Improvements.—We are happy to state that Mr. Joseph McDougall has laid out the front of his farm, adjoining the town of Richmond, into building lots. They have been taken up with the utmost avidity, at various prices, from \$100 to \$600 each.

A few spirited individuals are about to erect a splendid and extensive building to be denominated the Railroad

Mansion House. They have had plans and specifications prepared and propose commencing operations as soon as assured of the passage of the Railroad Bill—Estimated cost of the building exclusive of furniture, \$20,000."

In 1833, Mr. Joseph McDougall, merchant, of Little York, now Toronto, purchased Farm No. 85. In the fall of 1835 he had the front portion surveyed and divided into town lots, giving it the name of South Detroit. The principal street was named McDougall and the cross streets were Main, William, Strachan, Robinson and St. George. In the spring of 1836 Mr. McDougall advertised his property for sale, and after mentioning several pieces in the county, he adds: "The remaining lots in the town of South Detroit, with a few park lots, etc., etc., etc. Terms will be made known on application to the subscriber, or

P. H. MORIN, ESQ.,
Sandwich Ferry,
JOSEPH McDOUGALL,
Sandwich Ferry,
31st May, 1836.

The name South Detroit was never popular with the public. It was, however, always used to describe the property in the deeds of land on the McDougall farm. On January 1st, 1854, when the village of Windsor was incorporated, this farm was included within its limits, and the name was changed from South Detroit to Farm No. 85, Windsor.

Richmond, after a year and a half of tranquillity, was now disturbed by the name in question.

Apparently then, as now, the people of the Border Cities objected to the name of South Detroit, and in order to settle the question a meeting was called for September 6th, 1836. The "Canadian Emigrant" of September 12th, 1836, has the following report of the meeting:

"The meeting for the purpose of naming the village at the ferry, in the 6th instant, resulted in its being called 'Windsor'."

Not having a full report of the meeting, my opinion is that the question to be settled was whether it should be "Richmond" or "South Detroit." Mr. Mercer and his supporters would have it Richmond, while Mr. McDougall and his friends insisted on South Detroit, and probably the meeting would be about evenly divided. It remained then for someone to break the deadlock, and it seems as though this was done by Mr. James Dougall suggesting the name Windsor. Richmond and Windsor are neighboring towns in England, and both equally interesting, therefore either name would please Mr. Mercer, and the fact that Mr. Mercer did not have his way, would satisfy Mr. McDougall. The fact remains, however, that the meeting decided on Windsor, and it is to be hoped that this choice of the fathers of the village, will remain undisturbed.

The population of Windsor in 1839 was about 200, in 1846 it had only increased to about 300, and in 1854, at the time of its incorporation as a village, it was about 750.

The first advertisement using the name Windsor was that of Mr. James Dougall, and appeared in the "Emigrant" of September 20th, 1836, as follows:

NEW IMPORTATIONS.

The subscribers have just received and are expecting daily the largest assortment of goods ever brought to this part of the country, consisting partly of the following:

73 ps. Superfine, Extra Fine and Fine Ingrain Carpeting.

18 ps. Venetian and Damask do. Carpeting and Stair do.

45 ps. Brussels Carpeting and Bordering.

5 ps. three ply Imperial Carpeting.

74 Hearth Rugs assorted.

170 ps. Superfine and Fine Black, Blue, Olive, Brown, Green, Mulberry, Adelaid, Dahlia and mixed cloths.

47 ps. Double and Single mill'd Buckskin, Ribbed, Striped and Checked Cassimeres.

30 ps. Satinettes and Cassinets.

64 ps. Pilot Cloth, Petershams and Flushings.

157 ps. Red, White, Green, Yellow, Salisbury and Thibet Flannels and Serges.

360 pairs Mackinaw, Rose, Whitney and Point Blankets.

50 ps. Black and Colored Gros de Naples.

A very extensive assortment of Prints, Gingham, Merinos, Circassians, Bambazetts, Bambazines, Buffalo Cloths, Doeskin, Beavereteens, Fustians, Cantons, Shirts, Factory Cotton, Woollen and Linen Damask, Table Covers, White and Unbleached Linen Damask table cloths and diapers and almost every article in the Dry Goods line. Also—Teas, Sugars, Coffee, Pepper, Rice, and a general assortment of groceries.

Anchors and cable chains, English, Swedes and Three Rivers Iron, Blocks, Hooks and Thimbles, and a general assortment of all kinds of Hardware, all of which they will sell at wholesale or retail, lower or as low as they can be got anywhere this side of Montreal. As these goods are principally imported by themselves from Britain, they can offer them so as to defy all competition.

J. & J. DOUGALL.

Windsor, opposite Detroit, 14th September, 1833

SOME HISTORICAL NOTES CONCERNING FIGHTING ISLAND IN DETROIT RIVER, AND VICINITY.

Collected by Alfred J. Stevens, C.E., Windsor, Ont., and
read at the annual meeting of the Essex Historical
Society, December 11th, 1919.

Fighting Island, in the Detroit River, is five or six miles below the City of Windsor, Ontario. The island, five miles in length, is low and swampy, very little ground rising above the level of the river.

During the year 1918, I made enquiries from the Essex Historical Society and other places concerning the origin of the name "Fighting Island" and the length of time in use. The best information then available was that the name was given as a result of a skirmish between the "Patriots" and Canadians in 1838. A prevalent idea also being that the name was due to prize fights held there between the years 1860-80. Upon making further enquiries, I found the name had been in use many years previous to these dates. While thus engaged, I gathered a few interesting historical facts connected with the island and nearby points.

Your very active Secretary has requested me to present the facts gathered. I do so reluctantly, as for lack of time, my search has only been made from local sources. Investigation reveals the fact that maps and records of the Jesuit Explorations, the French and British occupation are not filed here, nor in Detroit. Further information can probably be obtained from documents in the archives of France and England, also from the records of the Jesuit Mission.

1670—The first record of a survey of the Detroit River is in the Spring of 1670 when the Sulpicians (28 years after the founding of the order) Dollier de Casson and Reni de Galinee explored and charted the Detroit and St. Clair Rivers. It is not known if they named the island or translated any Indian names if any then existed.

1701—July 24th—Cadillac founded Detroit

1703—Indians attacked Fort Detroit.

1717—An old French memoir says that the Foxes attacked Detroit, but were soon put to flight. The record further says that "Two leagues from Detroit is an island called 'Isle aux Dindes' (Turkey Island) because turkeys are always found there. Four or five years ago a man named Le Tonnerre and two of the same tribe were killed by the Hurons who were settled at Detroit. The Foxes who were with Le Tonnerre were devoured by wild beasts, crows and other vermin but the body of Le Tonnerre was still uninjured a year afterward, not an animal having touched him.

The Indians attacking Detroit in 1717 must have been severely beaten for it was not until 1746 that another attack was made, this time by the Northern Indians. Pontiac and his band assisted in the defense.

1728—Rev. Armand de la Richardi, a Jesuit Missionary, settled at Sandwich, Ont., and labored among the Indians for 25 years.

1749—The Burton Historical Collection has photographic copies of two plans, both mounted on the same card. One is marked in ink De Lerys plan of Detroit 1749. The other map is evidently made by the same person and probably same date. Neither are signed by the Surveyor or Draughtsman. The small island is marked Petite Ile

Aux Dindes—Fighting Island is shown but not named. The photographic copies were presented to Mr. Burton by Mr. C. W. Burrows, Cleveland, Ohio, Nov. 13th, 1907.

1760—Major Robert Rogers appointed first British Commander of Detroit.

1763—France, by the Treaty of Paris, February 10th, 1763, ceded all the territory west of the Mississippi to Great Britain, and this afterwards was released to the United States, the last British Commander of Detroit being Col. Richard England, March 1793 to July 11th, 1796.

Thomas Guthrie Marquis in his book entitled "The War Chiefs of the Ottawas," reproduces a map of Detroit and vicinity, 1763. This map shows the name Fighting Island. Francis Parkman also shows practically the same map. I have been unable to get information concerning the original of these maps.

It will be noted that after the fall of Quebec in 1759, quick work was made in occupying Detroit. Surveyors probably accompanied the first expedition, as law and order cannot get ahead of the Surveyor and Engineer. It is therefore reasonable to assume that this map was compiled from new surveys by the British and old maps made by the French.

1763—July 23rd—The supply ^{Schooner} ~~steamer~~ "Gladwyn," bound for Detroit, was attacked by Indians in the channel between Fighting Island and the Canadian shore. The schooner reached Detroit.

In 1763, during the Pontiac wars, the Indians had entrenchments and breastworks on the upper end of Fighting Island. From these protection works they harrassed passing British boats and schooners.

1764—The French Government published *Le Petit Atlas Maritime recueil de Cartes et plans des quatre parties du monde en cinq volumes*. Per ordre re M. Le Duc du Choiseul Colonel General du suisses et Garçons Ministre de la Guerre et de la ~~marine~~ *marine*. Par Le S. Bellin Ingenieur de la marine 1764.

Plate No. 12 volume No. 1 of this atlas shows the Detroit River and names the islands Ile aux Dindes and Petite Ile aux Dindes. On account of the length of time required in the preparation and publication of an atlas of this kind the surveys from which the plates were prepared must have been made during the French occupation of Detroit.

1768—A copy of map dated 1768 in the British Museum, also a copy of same said to be in the archives at Ottawa, names each island Turkey Island. The map is not signed.

1788—Deputy Surveyor, General Collins, under date December 6th, 1788, reported on the waterways from Kingston to Lake Huron. This report definitely refers to Fighting Island. The following is the full paragraph containing the reference.

"About four miles above Isle Bois Blanc, is a low marshy island called Turkey Island or Fighting Island, near five miles long. The ship channel divides here and the island may be passed on either side, but the Western Channel is now generally preferred, as having more breadth and nearly an equal depth of water. It is but a few years since that it was doubted whether this latter channel was safe and practicable."

1790—The results of a survey made by Patrick McNiff in 1789 or 1790 were given in a plan signed by Samuel Halland, Surveyor General. On this plan the island in question is called Fighting Island.

1796—On the walls of Mr. Burton's office hangs a framed map entitled as follows:

"Plan Topographique du Detroit et des eaux forment la jonction du Lac Erie avec le Lac S'Clair. Dresse pour l'intelligence des Voyages du Gal. Collot dans cette partie du continent en 1796. Les chiffres de Sondes sont exprimes en pieds. Pour copie conforme L'Ingenieur hydrographe en chef de la marine. Signed 'A Bouquet de la Grg'."

The islands are marked Grosse Ile au Dinde and Petite Ile au Dinde.

A similar copy also hangs on the walls of the United States Engineers' office, Detroit, and bears this endorsement:—

"The original map of which this is a copy was made in 1796, under direction of General George Henry Victor Collot, an officer in the army of Napoleon."

In that year it was thought that war might break out between the United States and France, and the French Government sent three men, Powers, Collot and Warren, to visit different sections of the United States in order to see what dissatisfaction existed among the French people that might be turned to good account to aid France in case of war.

Detroit was the most important of the French-Canadian settlements. That place had remained in possession of the British until the summer of 1796 and it was naturally supposed that there would be few Americans in the post.

Collot did not personally visit Detroit, but went up the Mississippi and Ohio Rivers as far as Cincinnati and then returned to France, after gaining all the information he could regarding the country and the people.

The map is exceedingly accurate, if we take into account that the surveys for the map and the soundings were made with such secrecy and stealth that no official in either the United States or England knew that the plan was being prepared.

The original map was, until lately, hanging in the Department of Marine in the City of Paris, and a description of it is given in Parkman's "Conspiracy of Pontiac." Detroit, Mich., May 7th, 1904. (Signed) C. M. BURTON.

Both the above copies were made for Mr. C. M. Burton, permission to do so having been obtained from the French Government by the Hon. Whitelaw Reid, the American Minister to France. The Hon. Mr. Reid notified Mr. Burton that the original was in poor condition and probably could not again be copied.

1799—David William Smyth, Surveyor General of Upper Canada, in his "Gazetteer of the Province of Upper Canada," published in 1799, says:—

"Fighting Island, called by the French Grosse Isle aux Dindes, lies about four miles below Detroit; it is valuable for pasture, but has very little wood; the Indians in the summer make it a place of encampment, and some of them plant a little corn. There is no other improvement on it. On the uppermost end of the island are vestiges of entrenchments, from behind the breastworks of which the Indians annoyed the British ships as they passed, shortly after the reduction of Detroit."

1804—Morse American Gazetteer, published, refers to Fighting Island and states it was called by the French "Grosse Isle aux Dindes (Great Turkey Island)".

1808—The diary of Col. Wm. Claus, Deputy Superintendent of Indian Affairs, May 7th, 1808, refers to Fighting Island.

1810—Indian entrenchments were plainly visible on the Northeastern end of Fighting Island.

A plan of private claims in the Michigan Territory as surveyed by Aaron Greeley, Deputy Surveyor, date 1810, marks the islands as Turkey Island and Little Turkey Island.

1814—Upon conclusion of the Treaty of Ghent, the day before Christmas, 1814, the ownership of the islands in the Detroit River was undecided. Under Clause 6 (Six) of the Treaty, Peter P. Porter and Arthur Barclay were appointed a Commission and William Baird and David Thompson, Surveyors, to locate the boundary line and decide the ownership of the islands. Reference to the plans submitted by this Commission in 1820 will be made in Chronological order.

1815—Oct. 24th—Col. James to Major General Rogers refers to supply the Indians from Fighting Island with rations.

Captain F. W. F. Owen and assistants working during 1815 for the United States Government, surveyed the Detroit River from Lake Erie to Lake St. Clair. His map shows Fighting and Turkey Islands but does not name them. He took soundings on both sides of Fighting Island.

1820—The Commission appointed under Section 6, Treaty of Ghent, submitted their report and plans. Fighting Island is so marked on these plans. The island at this time definitely become British territory.

1825—March—Risdon's map, dated 1825, names the islands Fighting Island and Turkey Island.

1838—February 25th—The self styled "Patriots" crossed from Detroit to Fighting Island and were repulsed next morning by the British.

1840-42—Lieuts. J. N. Macomb and W. H. Warner charted the Detroit River from Lake Erie to Lake St. Clair. Their map shows two pieces of high land on Fighting Island and the remainder submerged. The lower piece of high land is marked Fighting Island but the name was not applied to the marshy portion nor to the high land at the upper end.

1867—The Deputy Registrar of Sandwich informs me that the earliest record at this office is 1867.

The late Solomon White, M.P.P., named the Island Deschreeshoski. Judge Watt, of Sarnia, says it is Desquishoskey (better Deskwishoski) in the Wyandotte language and it means "Fighting Island."

1913—The name Fighting Channel was applied to the Channel between Fighting Island and the Canadian shore by the Geographic Board of Canada in the year 1913.

During the French period the islands were called Grosse Ile aux Dindes and Petite Ile aux Dindes. The French never used the name Fighting Island or any translation thereof. After the British occupation the larger island was usually called Fighting Island but sometimes it was designated as Grosse Ile aux Dinde (Great Turkey Island.)

I am informed that many of the French residents in the vicinity of the island continue to use the French name "Grosse Ile aux Dindes."

It is unnecessary to examine recent documents concerning the origin of the name Fighting Island. The name has been traced to about 1763 and probably was first given to the island by the British at that time due to the fighting with the Indians whenever a British vessel passed.

The above information is chiefly from published articles, lithographed copies of original maps, etc. Few original maps and documents have been available.

In conclusion, I wish to thank your officials and the Librarian of the Public Library, Windsor, for many careful searches. Much information was obtained from the Directors of the Archaeology Departments of the Provincial Government, Toronto, and the Federal Government, Ottawa. I also wish to thank most cordially the officials of the United States Lake Survey office and the Public Librarians in Detroit for painstaking care collecting data.

PASSING OF MOY HALL.

(Prefactory extract from the Windsor Record, November 12th, 1912.)

Moy Hall, situated on Sandwich street, near Gladstone avenue, which is one of the landmarks of the city, is soon to disappear, as workmen are now dismaniling the old Hudson Bay post and the home of Angus Mackintosh.

The house was built in a manner to defy the elements of over a hundred years. The lumber used was from the virgin forest, and every foot needed had to be sawn by hand. Hard walnut and the choicest of other woods were employed. The nails were necessarily crude, and some of them a foot long.

It was into this home that Angus Mackintosh brought his young wife, a pretty French girl, by name Archange St. Martin, and it was here that the surrounding settlers and Indians brought their furs, for which they received money, trinkets and provisions.

During the long winter evenings, especially during the Yuletide season, the spacious halls and corridors of the stout old mansion resounded with the songs and jollity of the assembled guests and the flickering light from huge fireplaces lent a not uncheerful aspect.

Factor Angus Mackintosh, as agent of the Hudson Bay Company, was instrumental in building the first vessels of American manufacture that sailed the Great Lakes. These were the Caledonia and Wellington. Finding himself unable to find competent shipbuilders in his own jurisdiction, Mackintosh sent to the Orkney Islands, and procured workmen from the firm of Jenkins & Hackett, who constructed these boats and founded the great shipbuilding industry of which Detroit is now the inland center.

By Francis Cleary.

Read before the Essex Historical Society, December 23rd,
1912.

O! See the ancient manse
Meet its fate at last;
Time, in his advance,
Age nor honor knows;
Axe and broadaxe fall,
Lopping off the past;
Hit with bar and maul,
Down the old house goes.

* * *

From yon spacious rooms
All that were have fled—
Down the old house goes.

'Twas ever thus, and ever will be; the old must give place to the new. In this age of progress, commercialism and railroad building nothing is too sacred or historical to preserve it from destruction at the hands of man. Churches and other religious edifices are razed to the ground to give place to railway terminals and other structures. St. Paul's in old London, one of the masterpieces of architecture, now about two hundred years old, may yet have to go. They are trying at present to preserve the Crystal Palace, near the same city, from destruction, and it was erected only sixty years ago. Association and fond recollection, no matter how strong they may be, will not be allowed to stand in the way of speculation and improvement.

Moy Hall, or May House, as it has sometimes been called, one of Windsor's most famous landmarks, has entirely disappeared. Last November, (1912), workmen began the tearing down process and before the end of the month all that remained of this historical structure was gone. It is deserving of more than passing notice.

The building itself, a large frame two-storey structure, with verandah extending across the front and with several tall chimneys, was erected about the year 1797 by Angus Mackintosh, shortly before and for some years prior a resident of Detroit. This young man, on the death of his father, the Earl of Moy in Inverness, Scotland, became the Honorable Angus Mackintosh, and chief of the Mackintosh clan.

The house is said to have been built of very strong material, walnut and other choice woods being used. In front of the house on the river bank, close to the water's edge, stood a large frame building, a warehouse, where the trade with the Indians was carried on, and where the supplies and the furs received in exchange were stored. The building or storehouse was burned down about forty years ago. The whole was known at the time of erection as a Hudson Bay Fur company trading post, with Angus Mackintosh as the factor.

Of course Michigan belonged to Great Britain when Mackintosh lived there. At the passing of the second Treaty of Paris, September 3rd, 1783, Michigan territory was ceded to the United States, and it was not until July 1st, 1796, that possession was actually given over. Preliminaries under the treaty had to be arranged. News travelled slowly in those days and delays occurred. In fact the first two representatives for the Western District, formerly known as the district of Hesse, with Detroit as the District town, were elected there in August, 1792, and were William Macomb and David William Smith, the latter afterwards becoming Survey General of Upper Canada. These gentlemen took their seats in the first parliament of Upper Canada at the town of Newark, now Niagara. In 1796 was passed what was called "The Exodus Act" providing for the departure of British authority from Detroit, and Angus Mackintosh, Col. John Askin and many others moved from there to the south side of the Detroit River, preferring to live under the British flag.

It was probably in or about the year 1787 that Angus Mackintosh married a young French girl, daughter of a then well-known family at Detroit, named St. Martin. She bore him a numerous family and died at Moy Hall and was buried in the Assumption church cemetery at Sandwich. The grave may be seen there to-day with a very modest tombstone erected over it, bearing the following inscription:—

"A la Memoire
Madame Archange St. Martin
Espouse de
l'honorable Angus Mackintosh
lecedee le 10 Julliet, 1827
Agee de 61 Ans."

Some of the children of this marriage died in infancy. Many of the girls married British officers. One remained unmarried, Catherine Mackintosh, and died in Detroit years ago in her 81st year. The records in the registry office at Sandwich show that Angus Mackintosh purchased lot 93 in the 1st concession of the Township of Sandwich, from Joseph Beaubien, on 26th September, 1797, for \$1170. This man was, no doubt, the original locatee of the lot as Mackintosh obtained the patent from the Crown for the lot on February 28th, 1805. It became the property of the late William Gaspé Hall in January, 1843, and on his death in 1882, or shortly previous thereto, it passed to Mrs. John Davis.

It was on the front of this lot, No. 93, by McNiff's survey, or 92 by Iredell's survey, that Moy Hall was built. The east side of this lot is the most easterly boundary of the town, now the city of Windsor, and immediately adjoining the town of Walkerville. As is well known, it was subdivided into lots over a year ago and has been largely built upon and occupied as one of our best residential districts. Mackintosh also owned other lands in 3rd concession of Sandwich, adjoining this property.

It recently appeared in the public press as a matter of interest that His Majesty, King George, would in August next, become the guest of Mackintosh, 28th chief of the clan, at the Moy Hall, near Inverness, Scotland, to shoot over the famous grouse moors of the Mackintosh.

I am unable to state the exact time when Angus Mackintosh was called to Scotland to claim the ancestral home and title of his father. It was probably a year or more after the death of his wife, in 1827, as he died at Inverness-shire, Scotland, on the 25th of January, 1833.

This appears by a search in the surrogate books for the western district of Upper Canada.

It is therein recorded that at a sitting of said court on the 26th of May, 1835, with William Hands as Surrogate judge and James Askin as registrar, that a petition was presented in the words following:

"Alexander Mackintosh, late of Daviot, in Inverness-shire, in that part of Great Britain and Ireland called Scotland, but now of the Township of Sandwich, in said western district, Esquire, presented a petition to the court stating that the Honorable Angus Mackintosh departed his life at Daviot aforesaid, on or about the twenty-fifth day of January in the year of our Lord, one thousand eight hundred and thirty-three, intestate, leaving goods, chattels and credits within the district, and as he is the eldest son living of said Hon. Angus Mackintosh, deceased, and next of kin within the Province, herefore prays that letters of administration to the estate of said Honorable Angus Mackintosh may be granted to him."

Letters were accordingly granted on the above date.

At the same sitting of the court the same Alexander Mackintosh presented another petition stating that James Mackintosh, of Daviot, aforesaid esquire, died on or about the 2nd day of February, 1835, intestate, leaving goods, etc.,

within the western district and that he, the petitioner, was a nephew of said deceased and prayed for letters of administration to said estate, and same were granted accordingly.

From this it would appear that this Alexander Mackintosh came out to this country within a few months after the death of his uncle James and for the purpose of winding up the estate of his father as well as his uncle. Alexander in his petition describes himself as then of the township of Sandwich, so he likely took up his residence here. In the same year, 1835 he sold the Moy farm, lot 93, as well as other lands, all of which subsequently became the property of William Gaspe Hall.

It is well to note that in the subdivision of the Moy farm and part of the adjoining lot, No. 82, the owners have done something historically to preserve the name of the former owners by naming the leading streets Moy avenue and Hall avenue.

The late Mr. Hall and his family occupied Moy Hall for many years and until his death in 1882, as before mentioned. His wife died there in 1875.

Mr. Hall came from Quebec and was one of that well known family who resided there for many years. When he came to this part of Canada he was in the employ of the late Angus Mackintosh, who was then one of the leading merchants doing business at Detroit.

During his long residence here he filled many important offices, was appointed by Sir Francis Bond Head, then Governor-General of Canada, as inspector of tavern, shop and still licenses for the western district of said province. His appointment bears date 5th April, 1836.

He received his appointment as captain in the Second regiment of Essex Militia from Sir George Arthur, Lieutenant-Governor, on 4th September, 1838. His last appointment was as inspector of inland revenue for this district, which office he held for many years.

THE NEW SETTLEMENT ON LAKE ERIE.

By George F. Macdonald.

(Read at a meeting of the Essex Historical Society,
Windsor, Ontario, 25th April, 1918.)

In preparing this paper some time ago, I had intended using the title "Three Pioneers of South Essex," but while collecting information I found that at the time of which I write, Essex county was not in existence. The whole area, now included in the counties of Essex, Kent and Lambton and as far as Long Point on Lake Erie, was called the District of Hesse. There were no settlements in the district, with the exception of those in the neighborhood of Detroit.

In the year 1784 Capt. William Caldwell, of Butler's Rangers, secured a grant from the Indians for "a tract of land on the north shore of Lake Erie, from a creek four miles from the mouth of the Detroit River, to a small creek about a mile and a half beyond Cedar Creek." This he called "The New Settlement," which was to be settled by the Rangers, who had been disbanded after the peace of 1783. The settlement measured about 15 miles and was divided into 97 lots of about 200 acres each. In 1790, twelve more lots were added, making a total of 109 lots, and the name was changed to "Two Connected Townships" in the new Settlement, Lake Erie. Lots 68, 69 and 70 were reserved by the Crown for a town plot, a plan of which I enclose. This was the first town to be laid out in Upper Canada west of Niagara, and when the townships were divided was named Colchester.

A few years later the townships were divided, the one on the west being named Colchester, and the other Gosfield. P. McNiff, in his survey of the lake front, made in 1790, describes it as follows: "From the east side of Point

Pelee to commencement of the New Settlement, 16 miles, good land. Here also the general plan of survey may be complied with, but the only place in that space, where a town can be laid out is on very high land, where no access can be had to the lake nor any harbor for water craft, but on this high land are plenty of springs. From the east end of the present New Settlement, to the entrance of the Detroit River, 20 miles, 15 miles of this space is settled. Here it is impossible to comply with the general plan or survey, without injuring many of the inhabitants in their improvements; nearly in the centre of this settlement is a space left for a town, but not quite of the extent specified in the general plan. This is by no means so proper a place for a village, as many others that might have been pointed out in the settlement, but those situations are now the property of individuals, and under improvements.

From the west end of the New Settlement to the entrance of Detroit River, 5 miles, is either a marsh, or what is not, is claimed by individuals. The marsh is the property of W. and J. Caldwell, by an order-in-Council passed in their favor on 29th December, 1788." (Ont. Arch. 1905, p 71.)

The following letters explain themselves and give considerable information relative to the New Settlement, on Lake Erie:

General Frederick Haldimand to Lt. Gov. Jehu Hay:
Quebec, 14th August, 1784.

Lt. Govr. Hay:

Sir,—Captain Caldwell, late of Lt. Col. Butler's Rangers, being one of the officers to whom the Huron and other neighboring Indian Chiefs at Detroit have given a tract of land, situated at the mouth of the Detroit River, about seven miles square, for the purpose of settling amongst them, has, in the name of the persons concerned, renewed their application for my sanction to settle them, and has represented to me that the Indians are equally desirous

with them for the speedy and effectual settling of the same, as well from a political view as on account of the regard they bear them, having so long served in the field together.

Although it is not in my power to gratify the wishes of the persons concerned in this undertaking, and of the Indians by confirming their gift immediately, without conforming to His Majesty's instructions, communicated to you in my letter of the 26th of April last, I consider the intended Settlement as a matter that may prove of infinite utility to the strength and interest of this Province, and wish to give it every encouragement in my power, I therefore wait with impatience for your report upon this matter. In the meantime, in order to make speedy provision for the maintenance of these His Majesty's Loyal Subjects, now dismissed from His service, I have agreed they shall carry on their improvements with every diligence in their power, until the land can be laid out and granted agreeably to the King's instructions, and the mode in practice in the lower part of the Province. You will please, therefore, to communicate the same to them, and give such orders as shall be necessary for that purpose.

It will be expedient that Mr. McKee should explain to the Indians the nature and intention of the precautions the King has taken to prevent them being iniquitously deprived of their lands, and that they formally, in Council, make over to the King, by deed, the tract in question, for the purpose they wish. This deed must be transmitted to Sir John Johnson to be properly confirmed by the Governor of the Province, when regular grants will be given to the persons who are to be proprietors of the land. The intended settlement being at the entrance of the river, and by Capt. Caldwell's report, a place where it may hereafter be necessary to establish a Post, I would have two thousand yards from the centre of such place on all sides reserved for that purpose.

I am concerned that the great distance and difficulties of the transport precludes a possibility of giving the settlers that assistance I could wish in the article of provisions, but what can without purchasing be done for them as well in that respect, as in all others, that do not interfere with the King's service, and that are not of any material expense to the government.

I have directed Sir John Johnson (who superintends the settling of the Loyalists in the upper part of the Province) to furnish to Capt. Caldwell a proportion of implements for clearing the land and building, in like manner as the Loyalists here.

I am, Sir, etc.,

FREDERICK HALDIMAND.

Major Robert Matthews to Sir John Johnson:

Quebec, 14th August, 1784.

Sir John Johnson:

Sir,—This will be delivered to you by Capt. Caldwell, late of Lt. Col. Butler's Rangers, who came lately from Detroit to renew a request, in behalf of Mr. McKee, himself and other reduced officers, that His Excellency the Governor would confirm them in possession of a tract of land (that for which Mr. Schieffelin had procured a deed) given to them by the Indians with whom they have served during the War, for the purpose of settling with as many of the Rangers as wish to reside amongst them—His Excellency approves of forming this Settlement as a strength and advantage of this province, and has directed Lt. Govr. Hay to permit them to go on with their improvements until such time as grants can be made out in like manner as for the settlements of the Loyalists in this part of the province, and a regular deed for the said tract by the

Indians, in Council, will be transmitted to you by Mr. McKee for the purpose of being confirmed as directed by the King's instructions prohibiting the receipt of lands from Indians upon any other terms; but which has been practiced at Detroit beyond all bounds of reason, in so much, that except the Hurons, there is not a Nation in that neighborhood that has any property remaining. In order to forward this intended Settlement, His Excellency is pleased to direct that you will order such proportion of tools and implements for clearing land and building as you shall think necessary from the information Capt. Caldwell shall give you of the numbers that are to settle, to be issued to him, of which he will take charge, on his return to Detroit.

I have the honor to be, etc.,

R. MATTHEWS.

P.S.—As I look upon the Settlement mentioned in this letter, to be in some degree a military one, in so much that it is to be composed of persons who have served in the course of the war, together and considered by the Indians as connected with them for their mutual strength and benefit, you will be very particular in not permitting little traders and interested persons from creeping into it and admit only those persons whose services and undisputed attachment to Government shall recommend them to the principal persons of the Settlement.

—(Mich. Pioneer, Vol. 20, p 245.)

Extract from Land Board of Hesse:—

“Sergeant Field informed the Board that having been a non-commissioned officer in Captain Caldwell's Company of Rangers, his fellow soldiers had frequently applied to him to move some measures to give them satisfaction. That the Rangers in the List before the Board are all of Captain Caldwell's Company or were selected by him as

good settlers on his return from Quebec in 1784, after they had been disbanded at Niagara, to establish a settlement at the mouth of the Detroit River, where most of them drew lots, but few could settle for want of provisions and tools, which they were taught to expect from the Government. That, notwithstanding their disappointment in that expectation, and the example of many who returned to the United States, not one whose name is in the list has absented himself from the Settlement, many preferring to labor in the service of others;—being questioned by the Board, as to his opinion of the disposition of the petitioners, to accept of other locations in lieu of those given away on default of their improvement within the year, Sergeant Field assured the Board that most of them would be well pleased, even now, to be located at the Rivere La Tranche, and that rather than remain without lands, such as are able, would settle without the aid of provisions or tools. Mr. Field also informed the Board that the petition was forwarded without collecting the petitioners to subscribe their names, from apprehensions, that if rendered more public, their object would be defeated and themselves rendered ridiculous.

The Board finds the information of Mr. Field in part corroborated by Alexander Grant, Esq., Senior Officer Commanding His Majesty's vessels on the Upper Lakes, who says that in 1784 the officers commanding His Majesty's vessels were ordered by Col. DePeyster, then commanding the Upper Ports, to receive on board such disbanded loyalists as choose to settle at the mouth of the Streight and transport them and their stock, free of any expense, and Mr. Reynolds, Assistant Commisary at this port, informs the Board that by order of Major Matthews, in 1787, he received from Captain Caldwell part of a quantity of farming utensils and garden tools which had been delivered to Captain Caldwell for use of the Loyalists by order of Sir John Johnson, Bar't, 1st September, 1784."—(Archives 1905, p 13.)

List of disbanded troops and Loyalists to be settled on the North side of Lake Erie, from a creek about a mile and a half beyond Cedar River.

			No. of Family.	Lot No.
1	John Shefflin, Lieutenant Detroit Volun- teers			43
2	Edward Haizil do do			74
3.	Antoine de Quindre, Lieut. Indian Dept.	5		45
4	Fras. de Quindre do do	5		71
6	Dage de Quindre do do			11
7	Simon Girty do do			52
8	Joseph Bonde do do	5		55
9	Nichs. Guin, Lieutenant, Minute Man			65
10	J. B. Chicott, Lieutenant, Minute Man			76
11	Thcs. Reynolds, Commissary Provisions			88
12	Col. Andrews, Son of Capt. Andrews, lost in the Ontario			85
13	Walter Roe, Wr. Officer, Marine Dept.	2		25
14	Harry Fecer, Engaged Smith, Marine Dept.	4		80
15	James Tracey, Private 4th Regt. 10 years, 3 years man			64
16	Thomas Hall, Private King's Regiment, 3 years man			40
17	William Dugan do do			5
18	John Pardo do do	2		47
19	Thomas Ashworth do do			84
20	Walter Dalton, Sergeant 47th, drafted to the King's			42
21	Nichs. Lichemburg, Private 60th Regiment			75
22	— McCarthy, Private 84th Regiment			72
23	Duncan Cameron do do	2		94

70B

24	Danl. McPherson	do	do	2	94
24	Danl. McPherson	do	do	2	94
25	— Vancamp, Private Rl. Reg. New York				44
26	Vancamp, Jr.,	do	do		20
27	Alex. Fraser, Guards 10 years and Sergt.				
	Nova Scotia Volunteers				87
28	Samuel Hall, Private Queen's Rangers			1	19
29	Alex. Clarke, Sergeant McAlpin's Corps				2
30	Randal McGilles, Sergeant Lt.-Col. Butler's				
	Rangers				90
31	Peter McDonell	do	do		73
32	Daniel Fields, Corporal Lt.-Col. Butler's				
	Rangers				89
33	Edward Nevill	do	do	3	51
34	Andrew Hamilton	do	do		67
35	John Elliott, Private Lt.-Col. Butler's Rangers				81
36	Eley Wilcox	do	do	6	83
37	Pat. Hill	do	do		57
38	Pat. Johnson	do	do		22
39	John Arnold	do	do		27
40	John Moss	do	do	1	21
41	John Cameron	do	do		50
42	Samuel Newkirk	do	do		58
43	John Top	do	do	2	17
44	Helmes, Yoger	do	do		16
45	Nathl. Lewis	do	do		59
46	James Empson	do	do		60
47	John Clearwater	do	do		61
48	Thomas Parsons	do	do		62
49	William Munger	do	do		56
50	John Dalton	do	do		37
51	John Wright	do	do		15
52	Samuel Finlay	do	do		14
53	Jos. Springfield	do	do		91
54	Jacob Ruhart	do	do		93
55	William Yarnes	do	do	2	13
56	Jacob Quant	do	do		92

57	Joseph Fry, Private	Lt. Col. Butler's Rangers	36
58	John Young	do do	46
59	John Williamson	do do	23
60	Jacob Seager	do do 1	77
61	Thomas Harper	do do	28
62	Thomas Dyker	do do	96
63	Leonard Scratch	do do	12
64	John Wordwood	do do	82
65	Luke Casety	do do	31
66	John Goodnight	do do	24
67	Benjamin Knapp	do do 5	66
68	Michl. Harnes	do do	32
69	John Cornwall	do do	97
70	Christ. Winter	do do	90
71	Henry Ramsey	do do	33
72	James Wood	do do	3
73	Francis Robert, Serg.-Major	Detroit Volunteers	4
74	James Brone	do do	95
75	J. B. Souvraint	do do	10
76	J. B. Begras	Corporal do	11
77	Joseph Robert	Private do	54
78	Francis Vallade	do do	34
79	J. B. St. Eudre	do do	41
80	William Scott	do do	78
81	Jonathan Deane	do do	53
82	Nathl. Miller	do do	29
83	John Countryman	do do	26
84	John Smith, soldier at the taking of Quebec, and in the 84th	7	49
85	Charles Philipley, Soldier 44 10 years and Volunteer all the War		48
86	Christian Bunsack, Soldier 29th 8 years, and 3 years Man		9
87	James Girty, Partizan all the war		8
88	George Girty, Partizan all the war		7
89	Danl. McKillip, Serg. Butler's Rangers	1	63
90	Jas. Windall, Private 8th Rangers, 3 years man		6

- 91 Thomas Smith, Loyalist, came into Niagara in
76 with a plan of Fort Stan-
wix and intelligence 30
- 92 Robert Surphlet, Loyalist, came in with Mr. McKee
- 93 Frederick Arnold, Loyalist, came in since war
- 94 Amos Weston, Blacksmith, many years with Stedman
- 95 John Waters, Loyalist, in many years
- 96 James Robertson, Private in Butler's Rangers
- 97 John Little, Loyalist
- 98 Adam Dorkney, Loyalist, in many years, much perse-
cuted
- 99 Thos. Grubb, Loyalist, in many years with Stedman
- 100 Gregg, Loyalist, Express in the war
- 101 Daniel Garret, Loyalist, Express in the war
- 102 Frederick Fisher, Loyalist, prisoner by the Indians,
much attached.
- 103 Thos. Alex. Clarke, 2 years from England, a Mill-
wright
- 104—John Gordon, Loyalist
- 105 John McLean, Loyalist
- 106 Jacob Snyder, Loyalist
- 107 H. Harboru, Loyalist
- 108 Fox, Loyalist, in since the war
- 109 Holmes, Loyalist, in since the war
- 110 Reynolds, Loyalist
- 111 McDunach
- 112 Chalmers, Loyalist
- 113 Robert Dowler, Loyalist
- 114 Henry Wright, Loyalist
- 115 James Little, Loyalist
- 116 Jacob Lans, German troops taken with Lord Corn-
wallis
- 117 Robert Dennison, Volunteer to Post Vincenne
- 118 Richard Whittle, Vounteer to Post Vincenne
- 119 John Lebour, Private in Butler's Rangers
- 120 Charles Dice, Loyalist
- 121 James Stewart, Loyalist sent on many scouts

- 122 James Rogers, long prisoner with Indians, attached
to us
- 123 John Prinnie, Private in Butler's Rangers
- 124 Thomas Williams, Blacksmith Indian Department
- 125 William Cook, Warrant Officer, Royal Artillery
- 126 Thomas Kelly, three years, Provincial Navy
- 127 West, Sargeant 52nd Regiment
- 128 James Underston, Master Provincial Navy

Nos. 68, 69, 70, including a beautiful plain, are reserved for a town.

Nos. 38 and 39 are given to Mr. McGregor, Major of Militia, as a mark of attention for his long service at this Post.

The lots now given are 4 acres in front, and 38 back, and are intended for the purpose of immediate settlement. The back lots will hereafter be laid out, and distributed to those who occupy the front, and the proportions directed by Government for their families.

Detroit 1st October, 1787.

(Signed) R. MATTHEWS, Major Commanding.

—Bureau of Archives, 1905, page 88

The pioneers I have selected are among those who settled on the lots, which later became the township of Gosfield, the descendants of whom have taken a very prominent part in the public affairs of both the township and county.

Capt. Wm. Caldwell, the progenitor of the Canadian branch of the family of that name, was a native of Ireland. He was an officer in the British service, and engaged in the army of the South during the Revolutionary War. Having been transferred from the regular service to the celebrated corps, the Butler Rangers, he took part, as Captain of that regiment, in all the border forays and frontier exploits in which they were engaged, including

battles extending over a territory comprising Virginia, Kentucky, Ohio and Southern Michigan. He selected his future home in the vicinity of the present town of Amherstburg some years before the U. E. influx, and while still an officer of the Rangers. On the breaking out of the Anglo-American war, he was appointed Quarter-Master-General of the army on the western frontier, with the rank of Colonel. He had great influence with the Indians, and was chiefly instrumental in securing the allegiance to the British of the Wyandottes, on both sides of the Detroit River. Four of his sons served as officers throughout the war. All were the recipients of medals for bravery displayed on the field. One of his sons, Francis, was the first man to enter the fort at Detroit after Gen. Hull's surrender. He was wounded seven times during the war, and was later member of Parliament for the county."—Dominion Atlas, 1881.)

John Wendel Wei gele, the progenitor of the Wigle family of Essex county, was born in Germany in the year 1753. His parents dying when he was quite young, left him in the care of some neighbors, who were so severe with him that, being a boy of spirit, he decided to run away. The sea, at that time, had great fascination for boys, so we are not surprised to find that he made his way to the coast. Finding a vessel about to sail for America, he decided to hide on her until she had sailed. He would then go to the captain and offer to work. He does not say how he was received, but we note that when the vessel arrived in America, he was apprenticed to a weaver for a term of seven years, for which, in all probability, the captain was well paid. We next hear of him in the town of Little York, Penn., where in 1776 he married Juliana Romerin. Here he remained for ten years, he following the occupation of a weaver. While a resident there, he was accused of being a Tory and, although never taking sides with either party, he was always under suspicion, which made it very uncomfortable for him. It is said that

on one occasion he was sought by the Revolutionists, and being closely pursued, he hid beneath the floor of his house. After carefully searching the premises, the officers, as a last precaution, poked their swords through the cracks in the floor, but, fortunately for him, they did not reach the place where he was concealed. This, he often remarked, was the most exciting experience of his life. In 1786, hearing of the offers of free land in the Canadian Northwest and also on account of the persecution of the Loyalists, he, with several others, set out for the land office at Detroit. The journey was made on foot, driving their cattle and carrying their household goods on pack horses. He remained in the neighborhood of Detroit until 1792, when he received a grant of Lot No. 9, Second Township, North Side River La Tranche. In 1793 he exchanged this lot with George Sichilstel for Lot No. 6, East New Settlement. Here he made his home, which he developed into one of the best farms in the county. He died in 1824 and is buried in Gosfield. The family consisted of eleven children, five sons and six daughters, some of whom were born in the States.

Philip Fox and Catherine Lamer, of Baden county, Germany, were married in 1772. In the following year they sailed from Liverpool for America, where they arrived after a voyage of fourteen weeks, at the city of Baltimore. Here they remained four years. Then they moved to the State of Pennsylvania, where they lived until 1786, when, in company with John Wendel Weigele, they emigrated to Canada. They lived for a short time on Grosse Isle, then on Col. Elliott's estate below Amherstburg. In 1791 they moved to Petite Cote, where they remained until 1794, when he exchanged his lots with Augustus Wurzbach for Lot No. 7, New Settlement. In 1791 he secured for himself and son Jonas the original grants for Lots 8 and 9, East New Settlement, which with Lot 7 made a splendid farm of six hundred acres. Their family consisted of ten children, eight sons and two daughters, several of whom were born in the States. He died in the year 1815 and with his wife is buried on the farm which they cleared.

Leonard Kratz was born in the town of Teutonhofer, three miles from Frankfort-on-Main, Germany, on the 14th February, 1756. Nothing is known of his parents except that his father, Peter Kratz, was killed three years after Leonard was born. The next we hear of him is in 1776, when he was twenty years old, coming to America as a member of one of the Hessian regiments, which came over to help King George III. quell a rebellion in the colonies. They arrived at Portsmouth, New Hampshire, and were instructed to proceed at once to Quebec, where they were to reinforce General Carleton's army and assist in driving the Americans from Canada. At Quebec they were joined by several regiments of Canadians and Indians, and the whole army of 10,000 was placed under the command of Gen. Burgoyne. They moved down Lake Champlain and Lake George with the intention of forming a junction with an army from New York, and thereby cut off General George Washington's communications with the Eastern States. They met the Americans at Stillwater, near Saratoga, and after waiting for two weeks for the co-operation of General Clinton, General Burgoyne decided to try and cut his way through, as he was getting short of provisions. After failing in several desperate attempts, he decided to retire to the town of Saratoga, where, finding himself surrounded, he surrendered on the 11th of October, 1777, to General Gates, the American commander. The army was taken to Virginia and held as prisoners of war for two years, after which they were given their choice of either free passage back to Germany or free grants of land as colonists. Leonard Kratz, in 1779, when this offer was made, was absent on furlough visiting some friends. On his return he was quite surprised to find his company disbanded and most of them had sailed for home. Whether he would have returned with them or not, is hard to say, but when he found that his companions had gone, he at once decided to stay and take advantage of the free land grants.

In the years 1779 and 1780 there was a great rush of emigrants into the "Lone Lands" of Kentucky. and among one of the groups we find the families of Munger and Toffemire, also the soldier, Leonard Kratz, who being familiar with the country, acted as guide. In the Munger family was a daughter Mary. It is not known whether she and Leonard were acquainted before leaving Virginia, but somewhere on the journey it appears that Leonard proposed to Mary and was accepted. The next thing to be done was to obtain the consent of her parents, which, to his surprise, was most positively refused, their reason being that he was a soldier. This was a great disappointment to the lovers, but it also made them more determined. They waited until they were well on their way, when he brought them to a halt by declaring that he would go no further as guide unless they would consent to his marriage with their daughter. This was placing them in an awkward position, for to be left in the wilds without a guide could not be considered for a moment, so after due deliberation they consented, and as soon as possible the ceremony was performed. After this romantic event they proceeded on their way. Their destination was the fertile valley of the Licking, about thirty miles below the city of Cincinnati, where after a stockade was built, which they called Ruddell's, they began to prepare for planting the next season.

In the following spring a company of 600 Indians and Canadians, and several pieces of artillery, made a raid into Kentucky. Simon Girty led the Indians and the whole force was under Captain Bird, an officer in the British army. They travelled down the Miami to the Ohio, thence to the Licking, up it as far as the Forks, where they left their boats and then marched on to Ruddell's stockade. The settlers knew nothing of the approach of the raiders until the 22nd of June, when the report of one of the field pieces announced their arrival at the stockade. This is hard to understand, as the British were twelve days

marching from the Licking to Ruddell's, having cleared a road the greater part of the way. A summons to surrender was sent by Capt. Bird, to which Capt. Ruddell replied that he would consent on one condition, which was that the settlers should be under the protection of the British, and not allowed to be prisoners of the Indians. Capt. Bird agreeing to this, the gates were immediately thrown open. The Indians then rushed into the stockade, seizing the first persons they could lay hands on, and claiming them as prisoners. Capt. Ruddell remonstrated with Capt. Bird, who admitted he dare not interfere with them, as their number was so much greater than the regular troops. After the settlers had been made prisoners, the Indians proposed proceeding to Martin's stockade, some five miles further, but Capt. Bird was so affected by their conduct that he refused unless their commander would pledge himself that the Indians would take no more prisoners. Agreeing to this, they marched on and took the stockade. The Indians were so delighted with their success that they desired Capt. Bird to continue further, but he refused, owing to the difficulty of procuring provisions, and also the necessity of descending the Licking before the waters fell which might be expected at any time. As they decided to go no further, they returned to the forks of the Licking, where they had left their boats. Here the Indians, retaining their prisoners, separated from the rest of the company and proceeded up the Miami River, one group taking the male and another the female prisoners. With the women and children was the wife of Leonard Kratz and her new born babe. One evening as the young mother was struggling up the bank with her baby in her arms she stumbed and fell, striking its head on the roots of a tree, killing it instantly. She dug a little grave and buried her child, after which she was compelled to continue on with the other prisoners. At last, after a long and tedious journey, they arrived at Detroit. The male prisoners, laden with plunder of their own homes, were marched across the country, suffering all sorts of

indignities from the Indians. Kratz had a huge copper kettle strapped to his back, the marks of which he carried to his grave. Rest was denied him, only at the price of sitting up against a tree with his kettle on his back. He would have died of hunger but for a squaw who, while the Indians were feasting on horseflesh, secured the entrails, which she gave him. They finally reached Detroit, where they were ransomed by Gen. Macomb, who paid their price in blankets. The sufferings endured by them on their march had rendered them unfit for work, so they were cared for by the authorities until they were able to look after themselves. Leonard Kratz, not knowing where his wife was, hoped that her captors would bring her to Detroit. Every day he would go to the dock, where the canoes arrived from the different parts of the country, expecting that some day he would find her. At last he was rewarded, for as he was about to turn to a boat, which had just arrived, he heard a voice calling, "Leonard, don't you know me?" It was his wife. The hardships of the journey had so altered her appearance that he did not recognize her.

In 1781 Kratz, the Mungers and Tofflemires who were also taken prisoners at Ruddell's, were settled on Hog Island, where they remained until 1786, when Kratz moved to Trenton, Mich. The following year he crossed to Grosse Isle, where they became the tenants of Gen. Macomb.

While Leonard Kratz was a resident of Hog Island he became the object of a malicious slander. It was said that he, having been a soldier in the Hessian army, and remaining in America after it was disbanded, should be regarded as a deserter. This had the effect of annoying him greatly, with the result that in the winter of 1782, having provided for his wife, he set out for Germany, his purpose being to obtain his discharge and thus silence his traducers. His return, after an absence of eighteen

months, having secured his discharge and also a recommendation, was an event of great rejoicing to his trusting wife. The same spirit which possessed his enemies prior to his departure, manifested itself during his absence, by taunts and prophecies, that he would never return and that the object of his going was a mere excuse to leave his wife and child. But the same exalted sense of honor which prompted him to take so long a journey, compelled him to return. The original copy of his discharge and recommendation is still in the possession of his descendants.

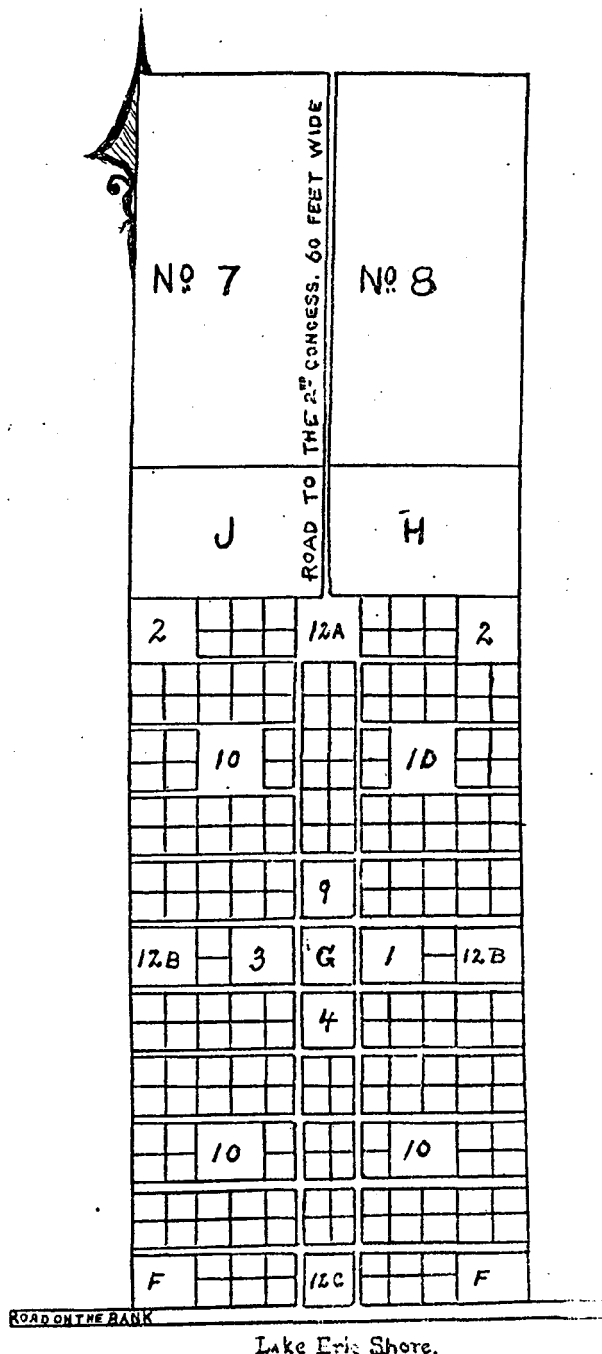
In 1787, Scratch and Munger, as privates in "Butler's Rangers," received grants from Major Matthews in the New Settlement. Leonard Krtaz and Mary Munger had eleven children. He died in the township of Gosfield, August 12th, 1929, aged 73 years. He changed his name from Kratz to Scratch before the year 1790. In proof of which the Land Board of Hesse always refers to him as Leonard Scratch.

As the Mungers and Tofflemires were with Kratz in Kentucky and also as they afterwards become pioneers of the New Settlement, I will give a few extracts concerning them from the Land Board of Hesse.

Detroit, 23rd March, 1792.

William Munger produced a ticket inscribed No. 56, signed R. Matthews, Major Commanding, and dated December 1st, 1787, and claimed thereon the Board's authority for going on his land. The schedules were accordingly examined, and no impedient found to his receiving a certificate for a single lot of about 200 acres, the same was accordingly granted for Lot No. 56, in the two connected townships, Lake Erie. the same William Munger having taken and subscribed the directed oaths and declarations.

He produced also certificates from Capt. W. Caldwell of his having served in the Rangers, and being discharged at the Peace, forwent an establishment in the Lower District to promote a settlement near the Strait; and the said Munger being on the approved list for provisions, and having made oath that he never received any since his



Plan of the New Settlement.

1—A place for the public worship of God, being a square containing about 2 acres.

2—Common burying ground, about 4 acres each.

3—Parsonage house, etc., 4 acres.

4—Common schoolhouse and workhouse, 4 acres.

7—Glebe for minister, 72 acres

8—Glebe for schoolmaster, 72 acres.

9—Court or town house and prison, 4 acres.

10—Public square, 4 acres.

12A—Green market, 4 acres.

12B—2 meat markets, 4 acres each.

12C—Fish market place, 4 acres.

F—Two squares for hospitals, 4 acres each.

G—Public square or parade, 4 acres in the centre of the town.

H—Town park for a schoolmaster, 24 acres.

J—Town park for a minister, 24 acres.

196 town lots, about one acre each.

The streets are taken off some of the town lots. The 8 principal streets are 96 feet wide. All the others 60 feet wide. All the public squares open at the angles.

Detroit, 30th Sept., 1790.

Rough sketch of a town plot in the New Settlement, on the north side of Lake Erie, four miles from the mouth of the Strait of Detroit.

Lots 68, 69, 70, said to be 12 acres in front and 68 in depth, but are found to contain somewhat less.

D. W. SMITH, Secretary.

Bureau of Archives, 1905, pp. 74 and 75.

discharge, and that he has a wife, the Board direct that the issue of provisions be made to them monthly on producing the required certificates of improvement.

Detroit, 10th Sept., 1790.

Martin Tofflemire received a grant of Lot No. 13, and his son Henry Lot No. 1, East New Settlement on Lake Erie.

In the case of Henry Tofflemire, the Board took into consideration the remarkable circumstances of his father, the petitioner's sufferings as known to part of the Board, his being a prisoner of war to a British officer, who had no authority over the Indians to rescue his children captured at the same time, from slavery, his wonderful exertions to support so large a family, and to pay so heavy a ransom for one of his children to the Indians, induce the Board to meet the father's demands and readily grant a certificate for a single lot to his eldest son, who, being presented to the Board, although not of full age, appears fully equal to such an improvement of the lot granted as becomes a useful settled.

Leonard Scratch, private in Lt.-Col. Butler's Rangers, on October 1st, 1787, received from Major Matthews a grant of Lot 12, New Settlement, which was confirmed by the Board on September 10th, 1790.

Leonard Scratch, one of the approved list, gave the Board equal satisfaction in the production of a discharge from the corps of Butler's Rangers, and certificates of his location at the Strait's mouth, and having received similar oath. The Board directs one month's provision to himself, wife and four children under ten years of age.

Lot No. 2., New Settlement, Leonard Scratch to John Wirt, June 8th, 1792.

Lot No. 2E, New Settlement, John Wirt to Leonard Scratch, June 8th, 1792.

Letter Major Arent DePeyster to Capt. McKee:

Detroit, 8th Sept., 1780.

Dear Sir,—I did myself the pleasure of writing you by George Girty's companion, the young Delaware, sending back the belt with a speech.

Nothing material has occurred since, yet I cannot let slip this favorable opportunity of assuring you of my good wishes.

If it is possible to obtain Mr. Ruddett's wife, and the remainder of his children, you will do me an infinite pleasure.

Mrs. DePeyster and the gentlemen join in compliments to you and the gentlemen with you.

I am, Dear Sir, your humble and obedient servant,

ARENT DePEYSTER.

—Mich. Pioneer, Vol. 10.

Letter Major DePeyster to Secretary Matthews:

Detroit, 4th Sept., 1792.

Dear Sir,—The bearer of this letter, Capt. Isaac Rud-dell, was taken by Capt. Bird, who recommended him as a proper person to be fixed upon Hog Island, where he has lived quietly ever since, but having conceived the idea that an exchange of prisoners will take place, he is desirous of going down the country.

Give me leave to mention him to you as I did Capt. Orr.

I am, Dear Sir, your humble and obedient servant,

AT. S. DSPEYSTER.

—Mich. Pioneer, Vol. 10, p. 634.

The raid into Kentucky by Capt. Bird is corroborated by a letter from Capt. Alex. McKee to Major DePeyster, Commandant at Fort Detroit, dated July 8th, 1780.

—Mich. Pioneer, Vol. 19, p. 541.

The following letter confirming this raid I think is of interest. Major Arent DePeyster to Col. Mason Bolton, at Niagara:

Detroit, August 4th, 1790.

Sir,—I have the pleasure to acquaint you that Capt. Bird arrived here this morning with about one hundred and fifty prisoners, mostly Germans who speak English, the remainder coming in—for in spite of all his endeavors to prevent it, the Indians broke into the forts and seized many—the whole will amount to about three hundred and fifty.

Their chief desire is to remain and settle at this place, as you will see by the enclosed letter, received two days ago from Capt. Bird, which I now send, to give you my opinion of those people. Thirteen have entered into the Rangers, and many more will enter. As the prisoners are greatly fatigued with travelling so far, some sick and some wounded, I shall defer sending them down, lest it be attended with bad consequences. The remainder, to save provisions, I shall distribute in different farm houses to help in the harvest—in the meantime we shall be able to know His Excellency's pleasure upon the subject, should it be approved to settle them.

In a former letter to the Commander-in-Chief I observed that it would be dangerous to have so many prisoners here, but, I then thought those small forts were occupied by a different set of people.

I have the honor to be, Sir, your most obedient and most humble servant,

ARENT S. DePEYSTER.

HISTORY OF THE ESSEX FRONTIER.

By Fred. Neal.

The marvellous changes that have taken place along the Essex frontier for the past 189 years, if written up for the silver jubilee edition of The Evening Record, would fill many columns of this enterprising and progressive newspaper.

It was a Jesuit, Father Armand de la Richardi, a native of Aquitaine, France, who, 189 years ago (1728) came to the then remote post of Fort Pontchartrain (Detroit) as a missionary to the Huron Indians. He was the first white man who planted the seeds of civilization and of christianity on the south shore of the Detroit River, in the villages of the savages at Bois Blanc Island and at Huron Point (Sandwich). Father Richardi labored as a missionary with apostolic zeal, for seven years before he succeeded in converting the whole tribe of the Wyandotte, or Huron, Indians on the south shore, 600 of whom were baptised by him. He established a residence known as "the Mission Farm," on Bois Blanc Island, but nowhere can I find evidence, either in tradition or in writing, that he built a church on the island. "The Mission Farm," as well as the village of the Hurons, near Lake Erie, was abandoned after suffering from an attack by the old-time enemy of the Hurons, the Iroquois Indians, led by a war chief named Nichols. Through the influence of Father Richardi the Hurons of the south shore were concentrated in one large village, at Huron Point (La Pointe de Montreal). Here Father Richardi built a church, "70 brasses long," dedicated it to the service of Almighty God under the patronage of Our Lady of the Assumption, and thence he wrote to his superior at Quebec and asked for assistance, as he was 60 years old, and found himself unable to learn the language of the savages who lived in the vicinity.

On 1749, 1751 and 1754 settlers were sent to the shores of the Detroit River from France at the expense of the government, and farms were granted to them on both sides of the river, four arpents wide at the channel bank and running back 40 arpents deep. Farming implements and other advances were made to them by the government until they were able to take care of themselves, which they soon were able to do.

In 1752 there were 20 families settled on the south shore. In this year Father Potier baptised Jean Dufour, the first white child born in the future county of Essex. In 1760 50 families were settled on the river bank on farms east of the church of the Hurons. The names of these farmers were as follows: Campeau, Cheen, Drouillard, Janisse, Goyeau, Meloche, Pelette, Baby, Parent, Villier dit St. Louis, Gaudet dit Marentette, Le Beau, Navarre, Robert, Tremblay, Reineaud, Reaume, Cloutier, Chermont, Compare, La Feuilulade, Bourdeau, Bouron, Bon Voulter, Boesmier, Bergeron, Caron, De Noyers, Dupuis, De Rouin, Toupin dit DuSaux, Des Hetres, De Breuil, Du Bois, Jadot, Grenon, Le Grand, Thirait, La Coste, L'Aonglois, Pagot, Pratt Rochelot dit L'Esperance.

In the year A. D. 1760, the Bourbon lilies of chivalric France went down before the conquering banner of Great Britain. On the 19th of November the change of flags took place, without clash of arms, at Fort Pontchartrain (Detroit), on the north shore. The French commandant, M. Bellestre, retired, and Major Robert Rogers took possession of the fort and all the adjacent territory and both sides of the river in the name of His Britannic Majesty King George III.

The change of Government from French to British rule on the shores of the Detroit River made little change in the life of the habitant, but it brought new life to the Mission of the Hurons, which was merged into the parish of the Assumption. The Right Rev. Bishop of Quebec

gave Father Potier ecclesiastical jurisdiction over the settlers on the south shore, who were released from the parish of Ste. Anne's church, Detroit, to become the first parishioners of the Church of the Assumption, Sandwich.

May 7th, 1763, was the beginning of the Pontiac conspiracy. And just here let us refer the reader to a few lines of ancient history to show conditions as they existed in this locality at that time.

Pontiac, a sagacious chief of the Ottawas, who had been an early ally of the French, secretly confederated several tribes of Indians for the purpose of expelling the English from the country west of the Alleghanies. After the fall of Montreal to the British he had professed attachment to the English; and, as there seemed safety for settlers west of the mountains, immigration began to pour its living streams over these barriers. Like Philip of Mount Hope, Pontiac saw in the future visions of the displacement—perhaps the destruction—of his race by the pale-faces, and he determined to strike a blow for life and country. So adroitly were his plans matured that the commanders of the western forts had no suspicions of his conspiracy until it was ripe, and the first blow had been struck, in June, 1763. Within a fortnight all the posts in possession of the English west of Oswego fell into his hands, except Niagara, Fort Pitt and Detroit. Niagara was not attacked; Lieut.-Col Henry Boquet saved Pittsburg; and Detroit, after sustaining a siege of almost twelve months, was relieved by Col. Bradstreet in May, 1764, with reinforcements. The Indians were now speedily subdued, their power was broken, and the hostile tribes sent their chiefs to ask for pardon and peace. The haughty Pontiac refused to bow. He went to the country of the Illinois, and was murdered in 1769. This was the last drama of the French and Indian wars.

Originally the limits of the municipality of the township of Sandwich formed a quarter circle running north

and west from a given point for a distance of twelve miles to Lake St. Clair on the one hand and the Detroit River on the other. These two bodies of water formed the north, northwest and western boundaries—the eastern being formed by the township of Maidstone and the southern by the townships of Colchester and Anderdon. The whole comprises a most fertile region of over 100 square miles in extent, and advantageously situated as regards commercial facilities and every adjunct of civilization. This section formed the old French parish of L'Assomption. It was constituted the township of Sandwich in carrying out the details of Lord Dorchester's proclamation, dated July 24th, 1788, dividing the province of Quebec into district—this being a part of the district of Hesse. The surveys, however, had been made under the old French system when the settlement was first effected, at any rate along the water front, and running back three or four miles towards the interior; the balance of the township, constituting the southeast quarter, being laid out under General Simcoe's administration, 1791.

From the original formation of a township it remained as the township of Sandwich until the year 1854, when Windsor was set off as an independent municipality under a village charter. Four years later it was incorporated as a town, and at the same time (1858) Sandwich town was also incorporated by special act of parliament. Municipal divisions continued thus till 1861, when the township was again subdivided; and, from a single municipality in 1854, it now comprises the township of Sandwich, city of Windsor, town of Walkerville, Ford City, and the Steel City, Ojibway.

The reader will stroll with me a short distance up the river to opposite Peche Island. We will observe that, since the Detroit, Belle Isle and Windsor Ferry Company have come into possession of the island, many improvements have been made. This island was the home of Chief ✓

Pontiac and his wives and children in 1763, and when the eminent writer, traveller and historian, Father Peter Francis Charlevoix, S. J., visited it in 1721, we wrote of it as "Isle aux Peches, or Fishing Island."

Mr. Minnie Mow, of Ford City, informs me that, during the many years he worked on the island, numerous skeletons of Indians and their belongings have been discovered at the northern end of the island, and that there is a spring of water 40 feet deep in the Canadian channel which is pure and clear at all seasons of the year, and that about a year ago, when the village of Tecumseh installed a waterworks system they located their intake pipe at this spring, and, as a result, are being supplied with the finest water on the continent.

We will retrace our steps and walk down the road, paved and lined with costly residences, until we come to the Pelett road, where the S., W. & A. railway turns from Sandwich street and runs to Tecumseh village. At this point also we find ourselves in the limits of Ford City, a thriving town, fast filling with fine homes and numerous industries, more particularly the Ford automobile factory, which furnishes employment to hundreds of the present residents of Walkerville, Windsor, Sandwich and vicinity.

The site now occupied by Ford City was the village of the Ottawa Indians, and was the rendezvous of Pontiac and the allied tribes of the ^{Ottawa} Confederacy in the summer of 1763. It is situated just abreast of Belle Isle, one of the most beautiful places in Canada.

It was also at this point, the Pelett road, at 3 o'clock on the morning of December 4th, 1838, a party of rebels under Gen. Bierse, 137 strong, landed from the steamer Champlain and marched to Windsor, and were afterwards engaged and defeated by troops from Sandwich and vicinity under Col. Prince, at Baby's orchard, and were obliged to scurry back faster than they had come later in the morning—that is what was left of them.

We walk a few steps further down Sandwich street, and we are at "Strabane," the home of our old friend, Alexander H. Askin. All visitors and seekers after knowledge in national matters invariably stop and pay their respects to Mr. Askin, and are always hospitably received and kindly entertained. He was born in Sandwich. March 25th, 1831.

There were two windmills in this locality. One was owned by Pierre Meloche, the friend of Pontiac, and was just above the Ottawa village. Where the present plant of the Asphalt Paving Block Company now is was the site of the Montreuil windmill. Between the two windmills, Gen. William Hull, commander of the western army of the United States, and his troop of 2,000 regulars on the night of July 12th, 1812, crossed the river, landed and unfurled the Stars and Stripes and marched along the river front to Sandwich, thence to be issued, on the 13th of July, his famous proclamation from the Baby mansion, addressed "To the inhabitants of Canada."

Near the Montreuil mill was established, a few years later, the S. & H. Jenkins' shipyard. Here were built the steamer Union, ferry Essex, and the first iron boat sufficiently large for the transportation of freight cars across the river. This was in 1866. The scholars under James A. Stewart, in the Public school, held in the old brick gaol at Sandwich at that time, had daily discussions on the feasibility of a boat built of iron, some claiming iron would sink, while a few claimed that a hull built of iron would float. Discussions among the grown-ups were of daily occurrence—whether or not a boat built of iron would float or sink. To settle the argument, my schoolmate, John Mears, and I walked from Sandwich to see the launch. Hundreds were present to witness the ceremony, and to the pleasant surprise of all, she slid off the stocks and floated off as proudly as a boat made of wood. Her dimensions were: Length over all, 245 feet; breadth of

hull, 40 feet; breadth over all, 70 feet; depth of hull, 12 feet 4 inches. She was provided with two low pressure engines of 300 horse-power each. After 51 years of continuous service, the steamer Great Western is still doing excellent service for the Grand Trunk Railway this year of our Lord 1917.

We pass on through the prosperous town of Ford City, a town whose products—the Ford—may be found in use throughout the British Empire and the rest of the civilized world.

Another short walk brings us to the town of Walkerville, where, instead of the log houses and the old settlers, Labadie and Maisonville, we find the world-famous liquor plant, and mammoth rack warehouses of Hiram Walker & Sons, Ltd. This town was founded in 1858 by the late Hiram Walker.

In a Windsor, Sandwich and Amherstburg directory published in 1875 by Messrs. Carleton & Co., the writer speaks of the thriving and prosperous town of Walkerville as “having a population of 200 inhabitants, mostly males and females, besides several yards full of hogs connected with the distillery, and fed upon the mash and slop.”

There is no doubt that the writer of that time wrote them in a spirit of jest, ridicule or humor; but if the same writer is living and would take a trip through the town of Walkerville to-day, he will see what wonders can be accomplished by small beginnings, and would be heartily ashamed of the lines he wrote in 1875.

Walkerville is now known throughout the civilized world because of its many and varied industries. It is beautifully situated, and one of the most complete and self-contained municipalities in the Dominion. At the very beginning of its career it began to build for the future, and its shade trees and lawns and other topographical features are the admiration of all visitors.

We will next take a hurried trip through the fast growing and prosperous city of Windsor, without comment, as I understand that the present very efficient and veteran city clerk, Mr. Stephen Lusted, has prepared an article on the past and present of the city of Windsor for this silver jubilee edition. I therefore tip my hat to him and pass on to Sandwich, and wish him good luck, for my extended acquaintance with him in the past is that "he doeth all things well."

The civil history of the town of Sandwich really commenced in 1788. The British Government paid to the chiefs of the Wyandottes, or Huron Indians, the Chippewas and Ottawas, the purchase price demanded by the joint tribes for the peaceable possession of a piece of land one mile square. Part of the newly-acquired block of land was immediately surveyed and allotted into one-acre lots for settlement and the future county.

In early days there was but the one road leading through Sandwich—the old stage coach road on the river front. The mails were carried to and from Chatham to Amherstburg on horseback or stage, as the condition of the roads permitted. Now the same work is done by horseless cars and over fine paved boulevards and avenues. In the year 1800 the post office was a sentry box in front of the residence of the postmaster, Sheriff William Hands, in front of the residence now known as the H. O. Fleming homestead. At present, through the kindness of Justice R. F. Sutherland, late M. P. for North Essex, we were furnished by the Government with a handsome brick and stone structure, costing \$15,000 in the year 1907.

The church farm of 350 acres was given to the church of the Assumption by the various chiefs and tribes of the Huron nation. The road southwest of the church farm is known as the Huron Line. It divided the village of the Hurons from the church farm.

The lines of the early British survey—1790—were struck from the Huron Line. The bearings were taken from the burnished cross of Ste. Anne's church, Detroit.

The Huron village occupied about a mile square of land, lying between the church of the Assumption and the River Au Gervais; the little coulee flowed into the Detroit river near the present garden of Mr. Cowan. The Hurons permanently retired from the reserve at the Huron church to the reserve at the River Canard in 1799. On the site of the Indian village General Hull pitched his tents for 2,500 American soldiers. Here also General William Henry Harrison and his troop of 3,500 soldiers rested when en route for the River Thames.

I am informed that the greater portion of the land occupied as an Indian village in 1799 will be platted into lots by Mr. H. O. Fleming and other gentlemen, and, instead of an Indian village in 1799, there are bright prospects of it becoming built up with handsome residences and finely-laid-out avenues in 1917-18. One of the promoters has already given me his word that he will name one of the proposed new streets "Indian Village."

The land formerly occupied by the Indian reserve or village, and overlooking the Detroit river, has also been transformed into a veritable paradise of costly residences, with appropriate shade trees and surroundings. Many thousands of dollars have been spent in the last 25 years, and is still being spent by the owners in building and beautifying their homes.

At the entrance of the town proper—corner of Detroit and Bedford—we still find the Cowan homestead, with its well kept lawns and shade trees. It was formerly a storehouse of one of the fur companies, and was also used as officers' quarters during the rebellion of 1837-8. Here is where "The Sandwich Emigrant" was published in 1820 by Mr. John Cowan. This was the first paper published

in the, then, western district. A mission pear tree still adorns the lawn, and the general appearance of the home and surroundings of this historical estate is as natural and home-like as it was over 100 years ago.

During the rectorship of the late Rev. D. H. Hind, a period covering 29 years, many changes have taken place in the old parish of St. John's church. A new pipe organ was installed as a part of a fitting celebration of the 100th anniversary in 1903, and a brick church house was built on the northwest corner of Bedford and Huron in 1906, costing \$4,000. It is intended for use as a Sunday school on Sunday and for the many other varied needs of the members of the congregation on other occasions. A very commodious brick rectory, costing \$4,700, was built during the year 1914. Mr. Judson McLean and the late Louis Youngblood were the contractors. It was built on the lot adjoining the church house, and is a credit to the parish of St. John's and its congregation.

It is the intention of the present rector, Rev. H. P. Westgate, and the many friends of the late Rev. D. H. Hind, to place a memorial tablet to his memory in the church. The money required has already been subscribed.

It was through the efforts of Hon. Dr. J. O. Reaume, Rev. D. H. Hind, Reeve Alex. McKee and the Sandwich Horticultural Society that Huron street (which is wholly located between the new registry office and the property of St. John's church) was paved, parked and shrubbery and shade trees planted, and was made one of the beauty spots of the county town.

The Capt. Pierre Marentette homestead, on Sandwich street, still remains one of the old landmarks of the town. The only surviving member of the once famous seven Marentette brothers occupies the old home. John Marentette, the youngest of the seven, with his wife and family, reside here and always take lively interest in everything

that pertains to the welfare of the town, whether it be patriotic, charitable or church work. Mr. Marentette is also an enthusiastic bowler on the green. If you have any doubts about it—ask Dr. Beasley.

The county registry office of to-day is a massive stone building on Huron street, recently re-modelled and enlarged at an expense of \$12,000 to meet present day requirements. It is equipped with the latest steel devices for filing documents, and has ample safe and vault accommodation. The office furniture, copying machines and other conveniences are the best that money can buy, making the building second to none in the province, thanks to the efforts of Reeve Alex. McKee, of Sandwich; the late registrar, J. Wallace Askin, and the members of the county council, who supported them in getting the much-needed improvement carried out.

Huron street has been paved, parked, boulevarded and planted with trees in 1916, making an entrance and surroundings of the office present a very attractive and inviting appearance.

On the site of the old stone barracks, corner Bedford and Huron, stands a new \$75,000 Public school being built during the year 1914. It is an eight-room school of brick and stone. Edward C. Van Leyen, of Detroit, was the architect and Messrs. Wells & Gray the contractors. It has been named the Brock Public school.

We pass on to Mill street, which is also paved, to the entrance of the King's dock, and we find the Baby mansion looking as natural as ever—in fact, not very different in appearance than it was when it was built in 1790. It has been marked by the Essex Historical Society with a bronze tablet, and W. J. Beasley, M.D., owns it and resides there with his family.

The warehouse for storing furs purchased from the Indians was removed after the American civil war. In

its place has recently been built an elegant and commodious home, which is now owned and occupied by Police Magistrate E. Breault.

We retrace our steps to Bedford street until we come to the site of the James Woods homestead, built in 1810. This was afterwards sold to Cyrus Dobson, who conducted it as a hotel—named the Great Western—until the early 70's, when a retired school teacher, Mr. James Stewart, purchased it, and in 1875 built in its place a handsome three-storey brick hotel. The Sandwich town council purchased the northerly 80 feet of the property and erected a \$15,000 town hall and council chamber. It was built of brick and stone, and was completed in 1912.

A short distance further down is the court house and gaol, built by the Mackenzie brothers in 1855. Alexander Mackenzie, one of the contractors, afterwards became the Prime Minister of Canada, which shows that even men in humble walks of life may rise to the highest office in this fair Dominion.

Following Detroit street to the river, we can see the site of the old windmill on lot 2, West Russell street, built by "Jock" Baby in 1796. In the opening years of the 19th century this windmill became the property of Hypolite Lassaline, a miller of considerable skill. A rush of prosperity came to Miller Lassaline during the war of 1812, when General Hull, the American commander of Fort Detroit, crossed into Canada with a large body of soldiers and took up his headquarters in Sandwich. The general at once set about planning to secure supplies for his men, and to be certain to have enough flour he made arrangements with Lassaline to grind exclusively for the American army. He paid the miller \$100 per week and told him to grind night and day. An American sentry was stationed in front of the mill to see that orders were carried out. Mr. Lassaline made a lot of money during the stay of the soldiers.

The Park farm, for many years the home of the late Col. John Prince and family, has in recent years come into the possession of the Essex County Golf and Country Club, and has received a complete transformation. The shady groves and apple orchards have all been cut and cleared away; the Prince homestead has also been very much improved and additions made. Many thousands of dollars have been expended to make the golf grounds and surroundings the best in Canada.

What a complete change to what it was 80 years ago, when, to show the state of feeling at that time against Colonel Prince, placards were posted up along the public streets in Detroit offering a reward of \$800 for his dead body and \$1,000 for his living body; and, to protect himself after dark, he had to have an advertisement in the public papers warning all persons against coming to the Park farm after night, as he had spring-guns and man-traps set for his protection. The colonel had been mainly instrumental in crushing the rebellion of 1837-38 in this part of Canada, which naturally brought on the hatred of the rebels and sympathizers in the neighboring city of Detroit.

The French-English training school on Mill street, maintained by the Ontario government, is another valuable asset to the town and a credit to the educational interests of the Province of Ontario. Mr. D. M. Eagle is the principal, and Mr. Amida Beneteau is the very capable assistant. French teachers are in charge of the school.

Dr.'s Soper and Dupuis deserve special mention in your silver jubilee edition for the prominent part they have taken and for the progressive spirit they have displayed in the past five years in making Sandwich a place where it is a pleasure to live. They have transformed the Pratt and Neveux farms of many worthless acres, with adjoining property, into a veritable paradise of paved streets, with electric lights and modern conveniences,

suitable for high-class private residences. In addition they have presented a beautiful park to the town, and the Horticultural Society have assumed charge and are taking care of it at the present time.

The first religious service conducted by a minister of the Methodist communion in this district was on Wednesday, August 15th, 1804, in the old brick court house, Sandwich, by a missionary worker, Rev. Nathan Bangs. From 1839 and for many years after the Methodist communion thrived and prospered. In 1839 they built a commodious chapel on Mill street, where religious services were conducted until about 1875, when the attendance became small and non-supporting, and the building was turned over to the Windsor congregation. In April, 1870, the Sandwich council purchased it for municipal purposes, and to-day it is used as a fire department hall.

During the year 1906 a handsome brick chapel was built by the adherents of the Methodist communion on lot 10, west side of Bedford street. The church is illuminated in the day time by two handsome stained glass and a number of smaller windows, and at night by the latest appliances in electrical illumination. Thompson Bros. were the contractors for the stone and brick, and Frank B. Tofflemire, Walkerville, for the woodwork. It was dedicated May 12th, 1907. Rev. Robert Hicks was the pastor of the church before and after. He was again placed in charge by the conference in 1916, and is in charge at the present time.

Here are some facts about Sandwich that you may not be familiar with: It was made the county town in 1796; it has a population of 3,200 and is growing; it has an area of 2,000 acres; it has an assessment of \$2,000,000; 20 miles of silex walks, 15 miles of water mains, 10 miles of first-class sewers, five miles of ornamental street lights, six miles of paved streets, three miles of river front, electric cars running 16 miles south and 45 miles east; it has

natural gas for fuel; it is the best lighted town of its size in Ontario; it is one of the best residential towns in Canada; it has one of the largest colleges for boys in Canada, and a French-English teachers' training school; its Public and Separate schools are new and up to date; it has the finest golf grounds in Ontario, and a bowling green that the town is proud of; the largest canning factories in Ontario, and the largest salt and soda ash plant in Canada; it has fueling docks for boats, and the largest sand and gravel docks in Canada; it has a fine location for factories, and a terminal railway that connects with five trunk lines—C. P. R., G. T. R., M. C. R., P. M. and Wabash.

**FIRST GRAMMAR SCHOOL ESTABLISHED IN 1854:
WONDERFUL ADVANCEMENT SINCE THAT TIME.**

By F. P. Gavin.

In 1853 the residents of Sandwich decided to establish a grammar school. Accordingly on the 4th of January, 1854, at a public meeting, Charles Elliott, Edward H. Dewar, and James Dougall were chosen trustees. The same year the county council appointed as trustees James Bell, I. P. S., of Colchester, father of F. A. Bell, B.A., of the present collegiate staff; Rev. Mr. McLaren, of Amherstburg, afterwards Prof. McLaren, of Knox College, Toronto; and S. S. Macdonnell, of Windsor. This board appointed Paul John Salter, B.A., teacher of the new grammar school.

In 1857 the school was moved to Windsor, and occupied a building on Pitt street, about where the Thompson block now stands.

In 1861 school was held on the third floor over Neveux, Clinton & Baxter's hardware store, situation where the Dominion bank now is. Mr. H. J. Evans was the teacher in charge for some years. He was a brother-in-

law of the late Canon Hincks, and afterwards entered the Anglican ministry. The late Hon. J. C. Patterson was the common school teacher at the time, and occasionally assisted in the grammar school.

The school was moved in 1863 to the second storey in the old "First Ward school," on Chatham street, on the site now occupied by the home of A. Phi. E. Panet. The teacher was Mr. Archibald McSween, afterwards Rev. A. McSween, and he was followed by Mr. James Johnston in the same capacity. In 1871 the name was changed from the Grammar school to the High school. From Chatham street the quarters were moved to the barracks which had been erected during the Fenian Raid on what is now the city hall square, of which there were five buildings, the front part of the one on the northwest corner being occupied by the High school, Mr. Johnston still continuing as teacher. After the completion in January, 1873 of the city hall, the west half of the upper floor was given over to the High school, Mr. Thomas S. T. Smellie joining the staff at this time. This arrangement continued for two years, and in 1875 Mr. Angus Sinclair became principal and remained until 1893. Towards the end of 1877 the High school was moved to the red brick building on Goyeau street near the southeast corner of Park street..

In 1888 Mr. J. C. Patterson, the inspector of schools, gave the site on Ann street, between Goyeau and Windsor, to the school board on condition that they build there a new High school. The offer was accepted and the present building was erected.

In 1893 Mr. W. S. Cody became principal, and remained in charge until 1903, when he resigned to enter the practice of medicine. Dr. Cody is now practising in Hamilton. He was succeeded by Mr. F. P. Gavin, B.A. (July 1st, 1919, upon Mr. Gavin's appointment by the Ontario Government as inspector of technical schools throughout the province, he was succeeded by the present principal, Mr. W. D. Lowe.)

At the time of Mr. Cody's appointment there was no playground to the rear of the building, and the boys played football at the front and sides of the building. The grass was mowed once a year, during the last week in August. The privilege of mowing this was eagerly sought by certain colored gentlemen, as it furnished them with a fine load of hay. The boys looked forward to this event with satisfaction, as they could then more easily find the football.

In 1894 the space recently used as a boys' playground was purchased and a gymnasium built same 30 feet behind the school and connected with it by a gangway. After this and certain other improvements had been made the school was, by an order-in-Council, promoted to the status of a collegiate institute on February 18th, 1895.

In 1906 an addition was built to the school, occupying the 30-foot space between the old building and the gymnasium.

The growth of the city and the consequent congestion in the school, was so great during the next few years that the board built a large addition—practically a new school—to the rear. This addition was opened 7th February, 1918.

The building is of fireproof construction, steam heated, with fan ventilation, and is laid out in accordance with the latest approved plans for High schools. It has a standard-sized gymnasium, with locker room, showers and plunge pool. A part of the gymnasium building is set aside for the physical training of girls.

An assembly hall is an important part of the modern High school. It should be safe, dignified and easily accessible. It should be so planned as to be usable not only by the school, but by the public as a sort of civic centre for any public or educational purpose. Such an assembly hall was provided in the new building.

The Windsor Collegiate Institute has kept pace with educational progress.

In 1829 Rev. Dr. Strachan, chairman of the General Board of Education of Ontario, reported to the Legislature: "It will seem that in some (grammar schools) girls are admitted. It is to be wished, however, that separate schools for the sexes were established, as the admission of female children interferes with the government which is required in classical seminaries. It is, however, an inconvenience of a temporary nature which will gradually pass away as the population increases in wealth and numbers." This "temporary inconvenience" became, however, the established custom. The right of girls to attend a high school was not acknowledged until 1868, when they were finally admitted. It was many years later, however, before some schools admitted them. Windsor High school, then, as ever, progressive, admitted girls in 1863.

In 1865 Rev. George Paxton Young, inspector of grammar schools, reported: "I have frequently been asked whether I considered it desirable that girls should study Latin. It is, in my opinion, most undesirable; and I am at a loss to comprehend how any intelligent person acquainted with the state of things in our grammar schools can come to a different conclusion."

How times change! What would George Paxton Young say if he were a member of the 1917 Ontario Legislature?

"The old order changeth, yielding place to the new."

Windsor Collegiate Institute Honour Roll during the Great War 1914 to 1918:

"He lives in fame, that died in Virtue's cause."—
Shakespeare.

THE FALLEN:

Edward B. Allen, Bernard J. Bates, Charles Beers, Robert W. Bennett, John B. Brett, Colbrooke Ellis, Raymond Gignac, Cecil Grant, Herbert Heathers, Maurice Henderson, Arloff Hewson, C. Walter Hoare, Lincoln G. Hutton, Harold Morrell, James E. Muckle, Hugh Nichol, Claude Wellington Pike, Stanley Reaume, Charles Scott, Charles Siebert, Earl Turner, James Symington Wear.

HONOR ROLL:

Maj.-Gen. MacDonnell, James Adams, Harry Aikman, Stanley Allen, Gordon Anderson, Howard B. Anderson, John Anderson, Cameron Anderson, Salter Askin, Arthur Baldwin, Ross Ball, Frank W. Barr, John V. Barr, James M. Barr, John Barth, Walter G. Bartlet, Frank Bartlet, W. James Baxter, E. Brooke Baxter, Francis A. Bell, James Bell, Aldred Belleperche, Roy Belleperche, Jesse C. Biggs, Elmer Boufford, Ross Braid, Gordon Brain, Reginald Brain, William Brennan, Joseph Brian, Frank Brocklebank, Addison Brown, Kenneth Brown, Douglas Brown, Gordon Brown, Albert Bulmer, Ray Burnie, William Cadman, Harsen Cadwell, Kells Cameron, Duncan Campbell, William Campbell, Gerald Carlisle, Vernon Carlisle, Clifton Chapin, Zenas Chase, Alcide Chauvin, J. Stanton Chenay, David J. Cheyne, H. Lewis Chilver, William Clinton, Edward A. Cock, Wilbur Colley, Charles Cooper, Ross Conibear, Alfred Cosens, Wm. A. Coulter, Stanley Coulter, Talbot Clay, Lewis H. Creber, Ernest Daikens, Harry Depew, Leo Deziel, George H. Dixon, Watson Dixon, Ernest Dougall, Matthew Dowd, Wm. F. Drulard, Fred. Duck, Edwin Duggan, Alfred S. Dunnett, Freeman Duncan, Allan Eisenberg, Earl Elgee, Lance Elliott, Douglas Ellis, Stayner Ellis, Raymond Elsey, Harold Emery, Alfred Lee

Evans, Alfred Camerson Evans, Clarence Evans, Harold Fenech, Leo Ferrari, Oscar Fleming, Canmore Fleming, Clement A. Foster, Alfred Galloway, Roy Galloway, Clayton Garrett, Harold Gatfield, Edmond J. Gatfield, Edmund Girardot, James T. Gow, James S. Gow, Janet Gow, Margaret Gow, Walter Gow, George Gow, S. Graham, Harry W. Graham, Chester Grant, William Greisinger, Burnie Griffin, Lytton Grosscup, Clarence L. Grubb, Joe Gundy, Carew Halliwell, George Hanes, John Harvie, Percy Heathers, Roy Hebert, Charles Hemond, Harry Henderson, Loren Heseltine, Alfred Hewson, Calvin Hiel, Wm. Hogan, John Hogan, Roy Holland, Leroy Holmes, Wilson Holmes, Fred. Horn, Stanley Housen, Thomas Howe, Fred. Howes, Guy Hyatt, Fred. Isaacs, George Jackson, Stone-wall Jackson, Euclide Joinville, Roy Jones, William Joyce, Alfred Joyce, Edward C. Kenning, Crawford Keith, Carter Kelly, William Kelly, Sinclair Kilen, George King, Earl Knight, Abe Kovinsky, Dave Ladore, Harry Laessar, A. W. LaForge, Douglas Laing, George S. Laing, Alfred Laing, Louis Laramie, Arthur Leaker, John Leigaton., Terrell Lewis, Charles Lewis, George Lewis, Edward L'Heureux, Leo L'Heureux, Harry Liddy, Winfield Loring, Simon F. Macdonald, William A. Macdonald, McKee Master, Frank H. McCormick, Garnet A. McElroy, Arthur McGarvah, Alfred McHugh, Catter McHugh, Frank McKenzie, Walter L. McGregor, Kenneth McKay, Ivan McLellan, George A. McNicholl, Alexander McPhillips, Oliver Maisenville, Frank Martin, Anthony Marentette, Geo. Masson, Lewis Mason, Fred. Mason, Gordon Mason, Harry Mason, Wendell Merrill, Merrill Mitchell, Bernard Mooney, Alphonse Morand, Clifford Morrell, Jack Morton, Barton Mothersill, William Muhlheisen, Hugh Murphy, Lewis Murphy, John C. Nash, J. Gordon Nevin, Arthur Newitt, Thomas Roy Noble, Jas. Northwood, Wallace O'Neil, Percy O'Neil, Roland O'Neil, Sam Orechkin, Charles Ouellette, Leo Ouellette, Clarence R. Paddon, Arthur E. Paddon, Stafford Paine, Henry Parent, Wesley Pennington, Wm. Howard Pennington, Harold E. Penny, Cameron Perry, Orlando Pickard, Garnett Pike,

Paul Poisson, Percy Powell, Paul Prince, Everitt Pulling, George Quamby, Victor Raper, Fred. Reid, Islay Reid, Milton Riddell, Geoffrey Ridout, Roy Robinson, Roland Ritchie, Orville Rolfson, Percy Sale, Rhys Sale, Wm. Sansburn, Robert Scott, Wm. Evan Sculland, George Sewell, Beaumont Sheppard, Harold Shaw, Ralph Sheppard, Wm. Siebert, Ralph Sieviewright, Lancelot Skinner, Thomas Smith, Arthur Spracklin, Douglas Srigley, Harry Stewart, Charles Stodgell, Albert Stover, Raymond Stover, Leslie Straith, Edgar Teahan, Cecil Thompson, Gordon Thompson, Leo Tiernan, Woodleigh B. Turner, Eugene Van Sickle, Ralph Vokes, Harry Wall, Clifford Wall, Wilfred Wall, Walter Warren, Edward Washbrook, Fred. Watt, Thomas Webster, Lewis Weingarden, Harry Weingarden, Abe Weingarden, David H. Weingarden, Erle Welsh, Frank Wherry, Gordon White, Lawrence White, Raymond White, T. Walker Whiteside, Harold Whittaker, Douglas Whyte, James Wilkie, Douglas Wigle, Clinton Wigle, George Wilkinson, Raymond Wickham, Harold Winegarden, Clayton Wodham, Harold Wollatt, Herbert Woollatt, Gordon Yates.

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